



News!

April 2019

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From the President

Hi, everyone!

If there's one thing that's unpredictable in the Midwest, it's the weather. During the recent area flooding several of the Chapter 80 members helped fly supplies and people back and forth from Fremont. I can say I never thought general aviation airplanes would be used for relief efforts, much less relief efforts in the States or even less, for our own neighbors. I pretty much stayed out of the air until most of the water on the Elkhorn had receded, but based on the dirt patterns in the fields, the amount of water had to be incredible.

There was an e-mail snafu regarding the Young Eagles event scheduled for March 16. We have made some changes to the Google Groups and e-mail problems should no longer be an issue. Hopefully weather will be good for the rally on April 6 at Millard.

The April presenter is going to be Kathleen Frederick. Kathleen is a senior air traffic controller at Omaha Approach TRACON and has extensive experience in Eppley's Tower. She will be talking about issues, trends and the future of Omaha's airspace.

See you at Oracle, April 8, 7 PM.

Chris Halfman

2019 Flood Relief

Here are a few photos of flood relief work at Millard.



General Aviation History

An Excerpt from the Buffalo County Nebraska "Buffalo Tales"
Used with permission.

BARNSTORMERS, A FLYING PARSON AND OTHER AVIATORS Aviation: 1911-1942

by Alice Shaneyfelt Howell
Buffalo Tales, Volume 11, No. 3, March, 1988
Buffalo County Historical Society
(Nebraska)

After its first air show in 1911, aviation in Kearney and throughout the nation became a subject of increasing interest, particularly after World War I. The war had speeded up aviation technology and the men who had been in the Army Air Corps returned to civilian life with a renewed interest in flying. The late George Munro, long time Kearney attorney, was an early aviator, having served in the Air Corps in World War I, along with another Buffalo County native, the late Guy Henninger of Shelton. Mr. Munro, however, did not continue as a flier as did many who had served in the war.

The period after the war brought out a new and exciting kind of showmen - the barnstormers, many of them army fliers who did not want to give up flying. The skills of some of these recently discharged aviators were such that when Kaufmann-Wernert brought a stunt flier to Kearney for a 1919 air show it was stated that "the professional who is to make the flight here next Tuesday is not one of (the) unreliable sort."

The barnstorming airplanes brought out the whole town to see stunt flying, an aerial circus, or be given fancy flights or just ordinary passenger rides. The Grand Island Aero Company in the summer of 1919 secured a field three miles south of Kearney on the east side of the road and advertised the *Curtis* plane, which could "make 110 miles per hour." Their ad stated: "No stunt flying even by request." Prices were \$15 for a ten-minute ride and \$25 for a twenty-minute ride.

The Chautauqua talent booked in 1919 included the "Flying Parson," who was described in the *Kearney Daily Hub* of July 5:

This man comes to Kearney from Red Oak, Ia., in his plane, covering the entire circuit in this, his most popular method of flying. The "Flying Parson" has seen a veteran's service in France. He was an instructor there since the United States entered the war and is noted as a performer of most hazardous aerial stunts. He originated the tail spin, used only by aviators in an emergency, when all other attempts to baffle an enemy force fails.

The "Flying Parson" will show his machine at the grounds, demonstrate in A.B.C. fashion the workings of a plane and then also make an exhibition flight and thus practically demonstrate some "stunts" in which the "Flying Parson" excels.

In September, 1929, the Kearney Chamber of Commerce sponsored a caravan of aircraft which was touring from city to city across the state. Well publicized in advance, the caravan of 17 planes, both biplanes and monoplanes, arrived in Kearney around noon on September 12. A crowd of 10,000 people lined the field to watch the landings. Stores downtown

closed for two hours so that all could attend, but reopened at 2:30 and stayed open that night to accommodate the crowd of people who had come to Kearney for the occasion.

These barnstormers' shows were popular attractions in the Kearney area throughout the 20's and 30's. A young aviatrix from Ord named Evelyn Sharp was flying in 1932 around Kearney, using a field northwest of the city where is now located the Grenoble Apartments at 18th Avenue and 39th Street. Evelyn at age 16 was the state's youngest licensed woman pilot. She bought a plane and barnstormed to pay off the loan. She served as a World War II flight instructor and member of the Women's Auxiliary Ferrying Squadron. She was killed in a crash in Pennsylvania in 1944.

It was in the 1920's that Kearney men started flying in greater numbers - Larry and Faye Hulit, Harold Brown, Ken Holmes, Walt Miles, Arthur and Ralph Barney. Other Kearney fliers of that time also built planes. Vern and Glen Morton built a few biplanes with water-cooled engines known as the *Morton-McCooks*. These planes were in use in the area for years afterwards. Another aviator of the 20's was Chet Coover, who is said to have put together in his living room one winter the wings of a *Swallow*, another Morton plane, while the fuselage and engine were built in a garage elsewhere, thus making the plane easy to assemble and ready for flying as soon as the weather was right. Vern Morton, along with Arthur Barney, died in a 1935 plane crash near Elm Creek. Glen Morton and Chet Coover continued their interest in aviation until retirement. Both are still living.

The 1930's and 1940's brought more active fliers and plane builders into Kearney's aviation history: Tim Grantham, Wm. J.

Knoll, Ed Swan, George Faser, Paul Beshore, Murl Patterson and Walt and Jerry May. Wait May spent his life in and around Kearney as a mechanic in the servicing of aircraft and as a builder, with his son Jerry, of both airplanes and helicopters. Jerry is presently owner/manager of the Gibbon airport and is still building helicopters and aircraft. He was a helicopter pilot in World War II.

Full story at http://www.bchs.us/BTales_198803.html

Minutes

March 2019

The chapter meeting was held on March 11th at Millard Airport, Oracle Aviation. The meeting was called to order at 7 PM by President Chris Halfman.

One visitor, Bruce Mundie's father Bruce (Sr), was present. Bruce Sr belongs to EAA Chapter 186 in Manassas, Virginia.

Meeting Minutes: The February 2019 meeting minutes were approved as published.

Treasurer's Report: The treasurer's reports for March was presented. The opening balance was \$12,684.15. Chapter receipts totaled \$437 (dues and 50-50 drawing). Chapter expenses totaled \$86.24 (refreshments, cooler and CC fees). Ending balance \$13,034.91. The treasurer's report was approved as published.

Membership: Bob Condrey reports 101 members. Thirty-eight of the 100

need to pay dues for 2019. Bob is still in need of people's head shots for the chapter directory. He has about 50%. Bob had sent out two electronic formats of the updated directory (one pdf, another in Word). A set of instructions of how to print the directory was also emailed. He had quotes for having the directory printed (one for color at \$966; the other for black & white for \$230). There was a discussion to purchase a chapter printer and do it ourselves for a lot less; however, no decision was made. Members can print their own for right now.

Tech Counselors: Jerry Ronk reported that John Price is finishing his RV7A and it's almost ready to fly.

Young Eagles: Josh Tocko reported that the first Young Eagles flights on March 9th did not happen due to weather and was rescheduled for this Saturday, March 16th. Because of the reschedule only 20 of the original 40 students are expected.

The YE event for the Boys Scouts on April 6th is expected to draw 50-60 scouts.

Tools: Jerry Ronk reported that the weigh scales are with Bruce Mundie. Other miscellaneous tools are also checked out.

Builder Reports:

1. Bob Gilbert has completed his RV10 wing kit.
2. Chuck Livingston purchased a used RV7 kit and is inventorying the contents.

Builders Meeting: None scheduled, but need to as the weather gets better.

Fly-outs: Five pilots flew out to Norfolk March 10th. Mike Howard suggested that we fly somewhere after the YE flights this Saturday (March 16th).

Social Coordinator: Nothing to report.

Old Business:

1. Signage was on the agenda but no one was present to discuss where to mount the new sign.
2. 501c(3) application is being processed (the check was successfully cashed).
3. Some remaining service awards were handed out for 2018 board positions and Young Eagles volunteers.

New Business: None

Announcements:

1. Bruce Mundie announced that he and his Nieuport have been invited to Whiteman and Offutt AFB for their airshows this year.
2. Tommy Ostlund showed off an Oshkosh puzzle he picked up. He also stated that this year is the 50th anniversary of Oshkosh AirVenture and that if you are planning to attend you should be making reservations already (rooms will be limited).
3. Bob Condrey reported that they are expanding the South 40 by another 40 acres to the south (16 ac this year, 24 ac later). Eventually there will be another

admission gate down there as well as restaurant and other features.

Raffle Drawing: The raffle was for \$23. It was won by Kevin Marking. Said he'd buy the beer after the meeting.

Presentation: Jeff Oleson, retired Lt Col U-2 pilot, gave an interesting presentation on flying the U-2 for 7 years. Informative and light hearted stories of flying this 1950's era aircraft with the latest high tech spy sensors above 70,000' – as well as the landing. Space suit stories were also a hoot.

March Meeting: The next meeting is April 8th, 7pm, at Millard Airport Oracle Aviation.

March

Avoiding Stalls and Spins

Tues, March 26 – 7 p.m. CDT

Presenter: Gordon Penner | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

April

Errors of Distraction

Wed, April 3 – 7 p.m. CDT

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

Good Things to Know About ADS-B Installation

Wed, April 10 – 7 p.m. CDT

Presenter: Dick Socash | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

Buying, Selling, Importing, and Exporting Homebuilt Aircraft and Projects

Wed, April 17 – 7 p.m. CDT

Presenter: Tim Hoversten | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Controllability as Affected by Weight and Balance

Tues, April 23 – 7 p.m. CDT

Presenter: Gordon Penner | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

May

Powerplant Resurrection

Wed, May 1 – 7 p.m. CDT

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

How to Fail Your FAA Knowledge Test

Wed, May 8 – 7 p.m. CDT

Presenter: Prof H. Paul Shuch | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Building and Flying the Zenith CH 750: From Cruiser to “Super Duty” STOL

Wed, May 15 – 7 p.m. CDT

Presenter: Sebastien Heintz | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

Preventive Maintenance for Aircraft Owners

Tues, May 21 – 7 p.m. CDT

Presenter: Tim Harmer | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

Young Eagles New Online Registration Overview

Wed, May 22 – 7 p.m. CDT

Presenter: Brian O’Lena

[Register Now >>](#)

June

Rush to Judgment

Wed, June 5 – 7 p.m. CDT

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

**Managing Energy and
Developing Style: A
Beginner's Guide to
Advancing in Aerobatics**

Tues, June 18 – 7 p.m. CDT

Presenter: Aaron McCartan | *Qualifies
for FAA Wings.*

[Register Now >>](#)

These are the current webinars listed on eaa.org. Please check the site at <https://www.eaa.org/en/eaa/news-and-publications/eaa-webinars> to see if there are other webinars available.

EAA 80 MONTHLY TREASURER REPORT

Apr-19

Checking

Acct. 310

Opening Balance \$13,034.91

Receipts

2/15/19 FDMS Dep \$25.00

3/11/19 50/50 23/23=46 \$23.00

3/20/19 Dues Chks \$125.00

Cash \$175.00

Expenses

3/5/19 FDMS Fee \$4.95

3/5/19 FDMS Discount \$0.76

FDMS is First Data Management System
(Credit Card)

Refresh

3/20/19 Y.E. Rope Jim Beyer \$39.95

(Note: Credit Card amounts will
be accounted on cash basis when
recorded on bank statement)

Ending Balance \$13,337.25

AS INFO April 2018 \$15,634.76

Mail checks to:
 Bob Condrey
 1105 Kountze Memorial Dr.
 Bellevue, NE 68005

EAA CHAPTER 80

2019 APPLICATION FORM

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CONTACT INFORMATION			
NAME		EAA NUMBER	
ADDRESS			
CITY, ST, ZIP			
SPOUSE NAME			
HOME PHONE		CELL PHONE	
E-MAIL ADDRESS			
PROFESSION		RETIRED	

MEMBERSHIP PROFILE									
OWNED ACFT						N-NUMBER			
ACFT BUILDER	TYPE:					COMPLETE %			
LICENSE									
SKILLS <small>1/SOME - 3/LOTS</small>	WOOD		METAL		TUBE/FABRIC		COMPOSITE		
EMAIL GROUPS	FLY-OUT		BUILDERS		YOUNG EAGLES				
PUBLISH INFORMATION IN CHAPTER DIRECTORY				HAVE A NAME TAG		YEAR JOINED CHAPTER 80			
YOUNG EAGLE VOLUNTEER			YOUTH PROTECTION TRAINING CURRENT						

OFFICE USE: (DUES \$25 PER YEAR)									
2017		2018		2019		2020		2021	
PAYMENT	TYPE				AMOUNT			DATE	

Last updated: 11/17/2018