



News!

October 2019

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From the President

Hello, everyone!

As mentioned in a group email earlier this month, the IRS accepted our application if the Chapter agreed to change some verbiage in the charter. The change was overwhelmingly approved by the chapter.

October has snuck up on me. This is nomination month for next year's board members. I encourage you to step up and help out. It does take some time, but the organization just doesn't all happen on its own.

The October speaker hasn't been finalized, but a message will be sent out to the group when it is.

I'll be out until November as I'm having jaw surgery just prior to the October meeting, but the meeting will be held at Oracle, October 14, 7:00 PM.

See you in November!

Chris Halfman

Young Eagles

While our September event in conjunction with the Plattsburgh Harvest Festival was cancelled early due to the PMV runway back-taxi issue, in the end it didn't matter because the weather was too poor to fly on that Sunday anyway. But not all was lost, since the following weekend we were able to provide 12 Girl Scouts Young Eagle flights (big thanks to Tom, Ed, Bob, Mike, David and Trina) as a special make-up for the cancelled event.

One notable moment was when Tom O. encouraged a young lady who was quite unsure of this whole flying thing to actually give it a try. End result was after the flight she asked if she could do it again! Now that's what Young Eagles is all about. Bravo Zulu Tom.



Our final formal event for the 2019 season is scheduled for Saturday, 10/12/2019 starting at 9 am at Millard. I'll send out a quick survey to see how many slots I should open up. It's important that everyone that plans to fly please

let me know...that way I have the best possibility of making sure supply and demand are somewhat balanced.

Also, be on the look out for a season-long survey to come out after the last event. We do read through all comments and do our best to make the program safer and better for the future. Of course, you are always welcome to send Scott and me feedback at any time.

Fly safe!

-Jim

General Aviation History

Paul Howard Poberezny - Entrepreneur and Founder of EAA

The National Aviation Hall of Fame
Used with permission

In high school, Poberezny's history teacher, Homer Tangney, encouraged his interest in aviation by giving him a battered Waco primary glider to restore. Tangney offered to pay for all the spruce, fabric and other materials for its repair. Poberezny convinced his parents to let him use the garage as his first airplane shop and completed the glider's repairs in the spring of 1937. "I don't know if Mr. Tangney ever realized it or not," said Poberezny, "but his gift contributed a great deal to my lack of enthusiasm for schoolwork –and for my absence on a great number of days!"

1. 1953 – founded the Experimental Aircraft association (EAA), where he was the organization's first president, serving for 36 years.
2. Instrumental in organizing the EAA's week-long fly-in and conventions which attract over 12,000 aircraft and 850,000 participants to Oshkosh, Wisconsin each year.

3. During his 30 year military career, which spanned World War II and the Korean Conflict, he was a pilot, test pilot and combat veteran.
4. Prior to his military retirement he attained all seven aviation wings offered by the military –glider pilot, service pilot, rated pilot, liaison pilot, senior pilot, Army aviator and command pilot.

Biography

Paul Howard Poberezny was born on September 14th, 1921. His interest in aviation began at age five when he decided that he wanted to fly. In the spring of 1937, at the age of 15, Paul flew for the first time in a Waco Primary Glider.

While Paul was in high school, a teacher changed his life and aviation history forever. Homer F. Tangney, an ancient history teacher and the supervisor of “Wings,” the model airplane club, realized Paul’s interest in aviation. Tangey gave him a slightly damaged Waco Primary Glider from Troy, Ohio, with the condition that Paul complete the repairs. He finished the glider repairs in the spring of 1937 and fifteen-year-old Paul became a pilot.

After joining the Milwaukee Flight Club, Paul flew as many times as he could afford. His first cross-country flight occurred on Christmas Day 1938. On May 13th, 1939, Paul soloed. That same year Paul had his first engine failure and forced landing. He flew a Stinson SM-8, a LeBlond powered Monoprep, an American Eagle, a Straightwing, and a Piper Cub.

Paul, a high school junior, and Audrey Louise Ruesch, a freshman, met when she started at West Milwaukee High School. For him it was love at first sight; for her, he grew on her over time. After some courting, Paul gave Audrey her first airplane ride on September 18th, 1940, in a Cub Coupe. Audrey and Paul married on May 28th, 1944.

In 1940, Paul was offered a half-ownership of an American Eagle, a biplane, for \$250.00. His partner was Laverne Garmon. Years later, Paul found out that his dad had taken out a bank loan for the \$125.00 that Paul had asked to borrow. At that time, Peter Poberezny was making \$19 a week that supported himself, his wife and three children. Paul was a nineteen-year-old senior in high school and the only student with an airplane. Soon Laverne Garmon sold his half of the plane to Paul; it now completely belonged to him.

World War II brought another opportunity for Paul to fly. After completing the War Training Service, U.S. Army Private Poberenzny was assigned to glider pilot training school. Not only did Poberenzny pass all requirements, but he could have qualified to earn his service pilot wings and receive a commission. Instead, Paul wanted to fly immediately, so he chose glider training. After receiving his glider wings, the program was cancelled. Again the Army offered him a commission. But Paul, still wanting to fly, accepted a position as a civilian flying instructor at the U.S. Army Primary Flying School in Helena, Arkansas. While instructing, he enlisted in the U.S. Army Reserves as a private. After one year of instructing, he applied for and received a position of ferry pilot. During this time, he received a commission and service pilot wings.

On October 3rd, 1946, the Pobereznys welcomed a healthy eight-pound, thirteen-ounce son into their lives. They named him Thomas Paul. A month after Tom’s birth, Paul was appointed a second lieutenant in the Officer’s Reserve Corps, Air Corps, Army of the United States.

On February 24th, 1948, Paul was commissioned as a Second Lieutenant in the Field Artillery of the Wisconsin National Guard with the classification of “Pilot, Ground Forces.” Paul was again being paid to fly. In March of that same year, Paul received his fourth set of wings, the Liaison Pilot wing, when he was assigned as an Aircraft Accident Investigating Officer. By this time Paul had 2000 flight hours.

A new era started in 1948. The era began when Paul purchased a 1938 Taylorcraft airplane kit, his first homebuilt aircraft. This kit became known as "Little Poop Deck." ("Poop Deck" being Paul's nickname).

His fifth set of wings, the Army Aviator Wing, was bestowed on him in October 1949, in addition to the rank of first lieutenant. Paul was sent to Korea in 1952 to fly C-47s. After a few harrowing experiences and completion of a brief tour of duty, Paul returned to Audrey and his son Tom. By the end of his military career, Paul had flown innumerable aircraft and had received seven military pilot wings but his yearning for flying was still going strong. Nineteen fifty-three was the year the Experimental Aircraft Association (EAA) started. Paul and Audrey volunteered their time at EAA while Paul worked full-time with the Wisconsin Air Guard. The first EAA meeting was held on January 26th, 1953. Paul was voted president and would remain in that position for 36 years. Paul invited the governing aviation body, the Civil Aeronautics Administration (CAA), to work with EAA rather than work against it. This relationship, like Audrey and Paul's, is still going strong. Nineteen fifty-three was also the first official "fly-in" when 22 airplanes participated. By the second "fly-in," EAA had two chapters, a newsletter, growing membership and an addition to the family. On July 13th, 1954, Bonnie Lou Poberezny was born. The following year, EAA became the dominant private aviation organization for the CAA personnel because of an article Paul and Audrey wrote for the July issue of Mechanics Illustrated. A year later, the Poberezny's moved into a house where the basement contained the EAA business office. Paul received the very first Billy Mitchell Award in 1957 for being a tireless worker in the development of experimental aircraft. From the beginning, membership, "fly-in's," and general interest in EAA has continued to grow in phenomenal proportions, but through it all, Paul was able to succeed with the love and assistance of Audrey. Paul retired in 1989 from his official capacities with EAA, although he remains active. Since then, Audrey and he

have spent their time refurbishing a nineteenth-century farmhouse.

Valued as a pilot and a leader, Paul has been respected for his accomplishments and for his willingness to explore, learn and experience. For the dedication and enthusiasm he has demonstrated and which he has instilled in others, Paul Howard Poberezny is enshrined with honor into the National Aviation Hall of Fame.

Editor's Note: Paul passed away Aug 22, 2013 in Oshkosh, Wisconsin.

<https://www.nationalaviation.org/our-enshrinees/poberezny-paul-howard/>

Minutes

September 2019

The chapter meeting was held on September 9th at Millard Airport, Oracle Aviation. The meeting was called to order at 7 PM by President Chris Halfman.

Guests included the speaker Jim Maloney, Lincoln EAA Chapter 569 Tom Trumble, Will Kroeger (previous member), and Bob Subblefield.

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

Treasurer's Report: The treasurer's reports for September was presented. The opening balance was \$13,966.71. Chapter receipts totaled \$150 (dues and 50-50 drawing). Chapter expenses totaled \$4.95 (FDMS fees). Ending balance \$14,111.76. The treasurer's report was approved as published.

Membership: Bob Condrey reported 105 members. A small number have not paid

dues and will be dropped from the chapter rolls. Bob still has 30 members that need head photo shots for the chapter directory.

Tech Counselors: Bob Condrey emphasized the need for tech counselors while building an aircraft, and especially when close to flying it.

Young Eagles: The plan is to fly 12 Young Eagles this Saturday since the last YE rally at Plattsmouth was cancelled due to weather.

Tools: Jerry Ronk reported that the trailer is in Dave Bentley's hangar to be used to move an Aztec to Plattsmouth in a couple weeks. John Price has the scales and is almost ready to fly his RV-7. Bud Shaw needs the cable tensioner.

Builder Reports:

1. Bruce Mundie is continuing his Phase 1 Flight Test program; has found a problem with the type of prop he is using, and is obtaining a bigger prop with more pitch.

2. Jerry Ronk is working on an RV7 project.

3. Ben and Bob are working on their RV-10 fuselage skins.

4. Bill Haas is working a problem with the fit of his cowling on the Berkut.

Builders Meeting: None scheduled.

Fly-outs: Mike Howard can't get a hold of the Fagan Museum and so that trip is off. He is planning another outing to Stearman Field in Wichita for lunch (tbd date). He is also looking at a new place, Belmond IA (Y48, near Clear Lake) for a future fly-in to an all grass strip, but it needs to be scheduled on a Sunday only.

Social Coordinator: Tom Trumble, EAA Chapter 569 in Lincoln, invited our chapter and the IAC chapter 80 to join them on December 7th at the Air and Space

Museum for a Holiday Party. The museum will be open for all attendees, and perhaps a small mini tour available. There will be an open bar, and dinner will be served. Last year their charge was \$30 for the meal. Starts at 5:30. A motion was made to accept the invitation and it passed. Invitations will be sent out to sign up and pay by cash-only in advance. Bruce will cancel our reservation at Anthony's.

Old Business:

1. No report on the status of the signage board, except that we've been approved to hang it on the side of the hangar.

2. 501c(3) application – the IRS has accepted our application with the exception that a small change to our charter is needed that states that if we disband the chapter proceeds will go to another 501c(3) organization (which would likely be the EAA national). There will be a by-law vote necessary by the appropriate number of members to pass this change, and the voting request will be sent out soon because of the short deadline to complete this activity.

3. Post meeting: During the 9/9/2019 meeting a final discussion was held about the bylaw changes necessary to change our status from 501c(7) to a 501c(3) organization. The following day an electronic vote request was sent to the entire membership with responses due on 9/12/2019 at 2:00 PM (voting open for 48+ hours). Result of the vote is that the chapter overwhelmingly approved the bylaw change.

New Business: None to report

Announcements:

1. Ken Shoemaker is planning a trip to the Pacific Northwest and is in need of a portable oxygen system.

2. Dan James mentioned that Barnstormers at Norfolk is again closed (permanently).

3. Chris Halfman announced for Oracle Aviation that they provide sales, brokerage, and other acquisition services (handout available).

Raffle Drawing: The raffle total was \$89, and Ken Shoemaker was the winner of the \$45 prize.

Presentation: Jim Maloney gave a presentation on flying the EC-47 in Vietnam during the Vietnam War. That mission was similar to what is currently done by the RC135's. He was stationed in Tan Son Nhut and provided an Air Force video and pictures from the past to explain the EC mission and his involvement.

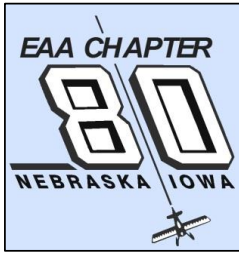
Next Meeting: The next meeting is October 13th, 7pm, at Millard Airport Oracle Aviation.

Christmas Party

At the last meeting we discussed and approved a joint Christmas Party with the EAA and International Aerobatic Clubs folks in Lincoln (see the minutes for last month). Please save the date for Saturday December 7th, starting at 5:30 pm.

The reservation form is in this newsletter. Cost per person is \$36 with a cash bar. You need to RSVP by November 15th (return instructions are included on the form).

The reservation form will also be sent out with the November newsletter if you need a little extra time (but keep the November 15th RSVP date in mind). If you have any questions, please contact Bruce Mundie.



Three Chapters, One Party

CHRISTMAS PARTY

Saturday December 7th
5:30pm

SAC & Aerospace Museum
28210 W Park Hwy
Ashland, NE 68003

- o Speaker Charlie Daub, SR-71 Pilot

Catered by Premier Catering – Cash Bar

Please R.S.V.P. by November 15th

Enclose payment of \$36.00 per meal with your reservation
(includes admission to museum)

Make check payable to: EAA Chapter 569

Dinner Reservation for Name(s): _____

Total Enclosed \$_____

Send reservation & payment to:

Doug Volkmer
3720 Stockwell Circle
Lincoln, NE 68506

Webinars

October

FAA's Safety Continuum

Wed, October 2 – 7 p.m. CDT

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

[Register Now >>](#)

ADS-B Update: Equipping for 2020 and Reviewing the Latest Portable Receivers

Wed, October 9 – 7 p.m. CDT

Presenter: John Zimmerman | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

Decathlon Airplanes: Evolution in Fifty Years of Production

Tues, October 15 – 7 p.m. CDT

Presenter: Jody Bradt | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

Improving Your Flight Proficiency

Wed, October 16 – 7 p.m. CDT

Presenter: Steve Krog | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

Engine Leaning Made Simple

Wed, October 23 – 7 p.m. CDT

Presenter: Bill Ross | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

EAA Flying Clubs - Growing Participation in Aviation

Tues, October 29 – 7 p.m. CDT

Presenter: David Leiting Jr, Chapter Field Representative II

[Register Now >>](#)

Loss of Control - Root Causes and Innovation Opportunities - Part 2

Wed, October 30 – 7 p.m. CDT

Presenter: Loss of Control Committee Members

[Register Now >>](#)

November

What is Preventive Maintenance?

Wed, November 6 – 7 p.m. CST

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

[Register Now >>](#)

The First 400 Feet

Wed, November 13 – 7 p.m. CST

Presenter: Tom Turner | *Qualifies for
FAA WINGS.*

[Register Now >>](#)

Crew Resource

Management: How To Do

It Right

Wed, November 20 – 7 p.m. CST

Presenter: Prof H. Paul Shuch |
Qualifies for FAA WINGS.

[Register Now >>](#)

These are the current webinars listed on [eaa.org](https://www.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

Oct-19

Checking

Acct. 310

Opening Balance \$14,111.76

Receipts

	FDMS Dep		
9/9/19	50/50	\$45/\$44	\$44.00
9/9/19	Dues	Cash	\$50.00
9/17/19	Dues	Chks	\$75.00

Expenses

9/4/19	FDMS Fee	\$4.95
	FDMS Discount	

FDMS is First Data Management System
(Credit Card)

As Info the Y.E. Expenses Should be
Reimbursed by Nat'l in January

9/9/19	Refresh	Picnic	\$73.85
	Bruce Mundie		

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

Ending Balance \$14,201.96

AS INFO Oct 2018 \$15,897.74

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