November Meeting at Oakview
9 November

Christmas Party
7 December

CHAPTER 80 NEWS

President's Corner November 2026



Happy November, everyone!

I think many of us are starting to slip into hermit mode for the winter. The days are getting shorter and temperatures are dropping. Take advantage of what nice days might be left!

Our holiday party will be December 7th. Be on the lookout for RSVP details. We look forward to getting everyone together for a good meal and some fellowship.

Since December 7th is the first Monday of the month, we'll hold our regular chapter meeting on December 14th to take care of chapter elections deferred by the November field trip. Please plan to attend.

Refer to your emails for meeting time and location!

Fly safe!

Chris Williams
President, EAA Chapter 80

Check out EAA National's Video Magazine:
https://www.eaa.org/videos/chapters/chapter-video-magazine



Check out Nebraka Dept of Transportation's Newsletter:

PIREPS

https://dot.nebraska.gov/media/41eg2elr/october-2026-pireps.pdf

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EAA Chapter 80 Meeting Minutes, October 12, 2026

President Chris Williams called the meeting to order. Melanie Bravo brought chocolate-covered strawberries to celebrate earning her private pilot certificate.**Guests and new members**

- Guests: Two guests, Rich and Jacob.
- New members since the last meeting: Naman, Moudra and Saleh.

Officer and committee reports

- **Membership:** Dues are $25 per year. Members who haven't paid by year end will be dropped from the roster. The question of a chapter lifetime membership came up. TW explained that the chapter offered one years ago, but there has been no lifetime option in the past five years, and no motion was made.
- **Minutes:** The August minutes were approved.
- **Treasurer:** Steve Farner's report, as printed in the newsletter, was approved.
- **Scholarships:**
    - Addison (Ray Scholar) passed her written on September 8 and has finished her long solo cross-country. She needs one more solo towered landing and a few more solo hours, then starts checkride prep. She's aiming for a checkride by Thanksgiving and has hit every milestone in the plan she and her instructor drew up in June.
    - Jaden hasn't flown since the last meeting, probably because of weather.
    - Melanie earned her private pilot certificate. She plans to start instrument training.
- **Tech counselors:** Nothing to report.
- **Young Eagles:** The last rally of the year is Saturday, October 17, with 2 pilots and 21 Young Eagles signed up. Weather has been a problem all year.
- **Builder reports:** One member's airplane, now hangared in Lincoln, had a dead cylinder caused by a plugged injector nozzle. Cleaning it with Hoppe's No. 9 got all cylinders running again, and he's back to working on cooling.

Old business

- **Chapter GlaStar build:** Progress was slow in September. Tail section controls are done, and work has moved to the forward fuselage: rudder pedals and mounts, control yoke, elevator bellcrank and flap handle. Ten pulleys (3.5" OD) are missing from the kit. A motion to buy the pulleys with chapter funds *carried*. Build sessions are Sundays, 1–5 PM, at Oakview Mall.
- **IMC Club** has moved to the first Thursday of each month so the second week of the month has fewer chapter events.
- **VMC Club** restarts Tuesday, November 10, and will stay on the second Tuesday, the day after the chapter meeting. Adam Prince will lead it. Location to be announced.

New business

- **Holiday party:** Monday, December 7, at Gorat's. A motion to hold the party on that date, with the chapter contributing $10 per member plate, *carried*. Another group will be using a separate room that evening. Dale will set up the RSVP on the website.
- **Trick-or-treat at Oakview Mall:** Thursday, October 22, 4–7 PM. The chapter needs 2–3 volunteers, ideally including someone with an airplane to show. Last year the candy ran out by 5 PM, so bring extra. Taking part is part of the chapter's arrangement with the mall.
- A member thanked Bob, Addison, Ken and others for helping move his RV-12 kit to his house.

Announcements

- Thanks to Bruce for organizing the chapter's second year at the Offutt AFB Defenders of Freedom Air Show and for the photos.
- **Fly-out:** Saturday, October 24, weather permitting, to Stearman Field.
- Bruce now manages the chapter Facebook group.
- To get meeting text updates, text **EAA80** to **888-446-2430**. The member directory on the website is password protected.

Minutes by Dale Botkin

Calendar

REOCCURING EVENTS			
Sundays	Glastar Build	1:00 - 17:00	Oakview Mall
November 2026			
Sat 7	Soup Fly In	11:00 - 13:00	Harlan Iowa
Mon 9	Membership Meeting	18:30 Social 19:00 Start	Oakview Mall
December 2026			
Mon 7	Christmas Party	TBD	Gorat's
Mon 14	Membership Meeting	18:30 Social 19:00 Start	Oakview Mall
January 2027			
Mon 11	Membership Meeting	18:30 Social 19:00 Start	Oakview Mall
February 2027			
Mon 8	Membership Meeting	18:30 Social 19:00 Start	Oakview Mall

EAA 80 MONTHLY TREASURER REPORT
Oct-26

Income	
Annual Member Dues	$66.11
Scholarship Income from EAA	$2,400.00
Jim Beyer Scholarship Fund	$100.00
TOTAL INCOME/RECEIPTS	**$2,566.11**
Expenses	
Oak View Rent	$150.00
Texting Software	$660.73
Food and Drink	$38.94
TOTAL EXPENSES/OUTFLOWS	**$849.67**
Assets	
Jim Beyer Scholarship (included in Checking Balance)	$3,169.02
Pinnacle Bank CD's	$42,596.63
Glastar Project	$25,000.00
Shirt Inventory (est)	$400.00
Checking Account Balance	$31,634.78
Venmo Balance	$1,712.18
TOTAL ASSETS	**$104,512.61**



Trick or Treat at Oakview

Koehler's Korner



I had the opportunity in September to visit the Glenn H. Curtiss museum in Hammondsport NY. It is at the southern tip of the western finger lake in the New York wine country, so there is plenty to do, besides the museum, which is spectacular. It is easy to find, with a huge C-46 Curtiss Commando parked in front.

Glen Curtiss was a contemporary of the Wright brothers, and they actually asked him to build the engine for the Wright Flyer! He turned them down. Curtiss and the Wrights were later embroiled for years in a lawsuit over lateral control systems for aircraft. While the Wrights were the first to demonstrate controlled heavier-than-air flight, Curtiss was the one who commercialized early aircraft production.

After dropping out of school after the 8th grade, Curtiss got into the bicycle manufacturing business. A stated fact at the museum is that the development of urban trams and bicycles caused the horse population to drop by 50% in the US! In the 1890s the bicycle business was the primo business, analogues to the Tech business to us today! At one point Curtiss had over 500 people working for him producing bicycles. There are stories of selling a thousand a day! Curtiss became fascinated with bicycle racing, and then started designing engines for "motorizing" the bikes and racing them. If we step back and think a bit, it's fairly obvious that the design requirements for a motorcycle engine are very similar to that for an airplane (light weight for power output, reliable, compact, etc.).

It wasn't long before Curtiss was winning all the bike races. Perhaps his ultimate "bike" had a V-8 engine on it. The bike was so big and powerful that racing officials would not let him race it with others on the track, but they agreed to time him on the measured mile. Right here on Daytona Beach he took two miles to get up to speed, ran the mile, and took two miles to stop it. The result was a world speed record of 132 miles per hour! Curtiss was the fastest man alive on earth!



Because of his engine expertise he was invited to join a group sponsored by Alexander Graham Bell (inventor of the telephone). The group was to build a plane a year building expertise until they had a successful flying aircraft. The first failed, but the second, designed by Curtiss worked. He later raced an improved version in Europe and won the 1909 Gordon Bennett Trophy, becoming the fastest man on the ground and in the air at the same time! Remember that in this time frame the Wrights were mostly not flying, awaiting someone with investment money.

Curtiss went on developing and building planes, dodging the lawsuit from the Wrights. WWI started and he designed the JN-4 for training. It was the only real aircraft in production in the US at the war's start, and many were made. We all know the story of

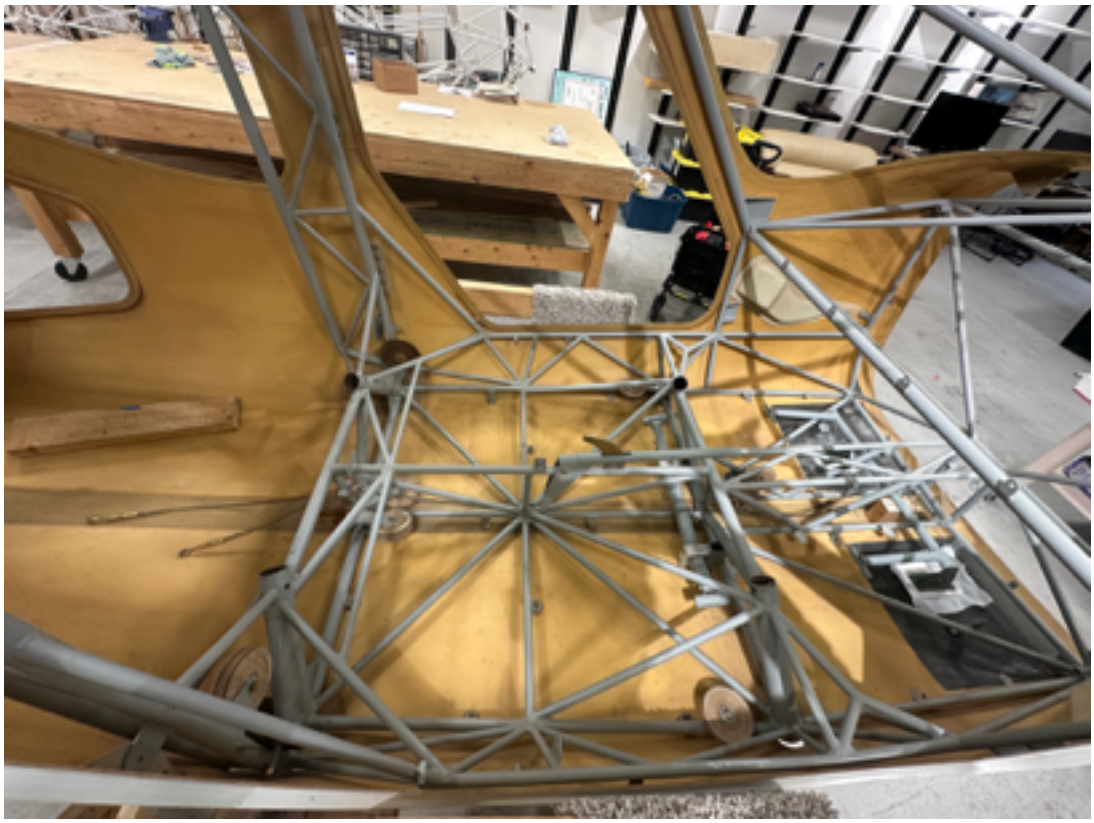
the “Jenny”, and its post-war spawning of the Barnstormers.



It was in this time, prior to WWI, that Curtiss designed the “America” for a wealthy industrialist to fly the Atlantic! This full scale replica is in the Museum.
In 1910 Curtiss started a flying school at North Island (San Diego) CA, where he taught the first military pilots how to fly. That area is now Naval Air Station North Island.
Along the way, also prior to WWI Curtiss invented retractable landing gear and the amphibian aircraft. His plane and pilot also did the first takeoff and landing from a Navy ship, ultimately leading to the Aircraft Carrier. Between the North Island development and demonstrations of operating from a ship, he is often referred to as “The Father of Naval Aviation”. He built most of the seaplanes for WWI for the US, Brits, French and Italian navies. At the end of WWI Curtiss was the largest producer of aircraft in the US. His company went on to produce the P-36 and later P-40 monoplane metal fighters and even though the P-40 was not a first line fighter, it was available and in production at the start of WWII. The tail of the 10,000th P-40 is on display in the museum.
The museum has a very good movie that covers his early life and goes into a lot of detail about his issues with the Wrights. It is very well done, in my opinion.



The museum includes many vintage planes, motorcycles and even cars. Allocate several hours to see it all. There is even a restoration center where they are reassembling a crashed P-40.
Hope you get to see this museum of one of the great pioneers of early aviation.
Keep building, maintaining and flying,
Dick
10/2026





EAA 80 Glastar Build Progress



EAA 80 Glastar Build Progress



Membership update:

- *We begin November 2026 with **148 active members.***
- *New Members: **none last month***
- *Currently, **83% of our members have paid** their 2026 annual membership dues. **25** members have not yet paid their 2026 dues.*
- *Membership dues for calendar year 2026 are now past due. Members who have not paid their '26 membership dues will be removed from the chapter rolls in November.*
- *Dues for 2027 currently remain at [$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!*
- *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.*

venmo



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:

venmo

Please Add ***$1.00*** *to cover processing fee*

For More Information:

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www.facebook.com/EAA80
Twitter: @EAA_80