

News!

September 2019

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From the President

Happy September, everyone!

As noted last month, the IRS has processed our 501(c)3 paperwork. The IRS was satisfied with the Chapter's answers to several of their questions. The only item left to complete is the changing of the chapter charter. Stay tuned for details.

There were two very successful Young Eagles events in August. Nineteen Eagles were flown August 10 and sixteen flown August 24.

There have been some changes to the annual Young Eagles event and picnic during the Plattsmouth Harvest Festival, Sunday, September 8. As a result of the airport configuration with the construction, there will be no Young Eagle's rally this year at Plattsmouth. The fly-in breakfast is still occurring. At 12:00 Kevin Faris will once again host the event at/near his hangar. Please see the email I sent Sunday at 4:06 pm for more details.

And we WILL have a September meeting, even though we have the picnic on Sunday. Our September presenter will be Jim Maloney, a AC-47 Gun Ship pilot and he'll discuss his tours of duty in Vietnam.

See you September 9, 7 PM at Oracle!

Chris

Young Eagles

Thank you to all of our volunteers for the 8/10 and 8/24/2019 rallies. I kept the two events somewhat small as to give everyone a little break, I know there's been a lot of flying over the summer events. It's a delicate balance to make sure we have the right amount of pilots, Young Eagles and flight-line/admin support folks; really appreciate folks using the google form/e-mail to let me know your availability and plans. Definitely helps make adjustments if necessary.

Our next event was scheduled Sunday, September 8th from 0900-1200 at the Plattsmouth Airport. As a result of the construction at the airport, the rally event has been canceled. Even though the rally will not be held, the fly-in breakfast and our chapter's fall picnic will still happen, which is always a great event. So come on out for both!

Our October 2019 rally is on Saturday, 10/12, which the Huskers will be at Minnesota...now let's hope it's not an early game...kickoff time has not been released yet.

Fly safe!

-Jim

General Aviation History

South Omaha Airport, Papillion, NE
41.16, -96.01 (Southwest of Omaha, NE)

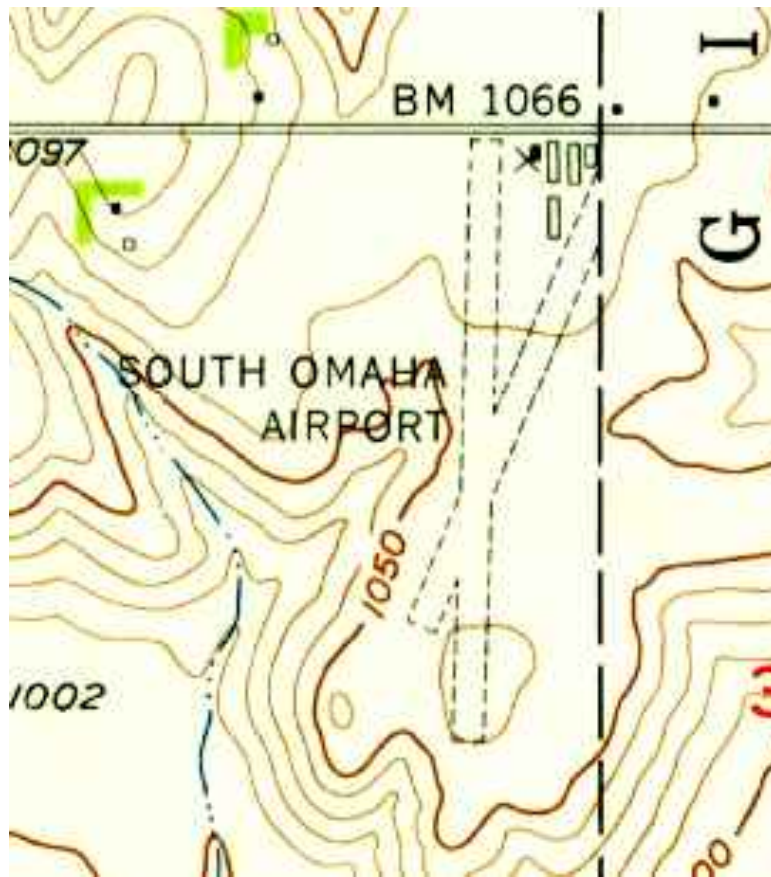
This is an edited version of the article and it's used with permission from the web site's owner, Paul Freeman. The full article can be found at http://www.airfields-freeman.com/NE/Airfields_NE_NE.htm#southomaha. This is part of a bigger site called "Abandoned and Little-Known Airfields" and can be found at <http://www.airfields-freeman.com>.



South Omaha Airport, as depicted on the November 1948 Lincoln Sectional Chart (courtesy of Chris Kennedy).

This small general aviation airport was evidently established at some point between 1946-48 (like hundreds of other general aviation fields across the U.S.), as it was not yet depicted on the December 1946 Lincoln Sectional Chart.

The earliest depiction of South Omaha Airport which has been located was on the September 1948 Lincoln Sectional Chart (courtesy of Chris Kennedy). It depicted the field as having a 2,400' unpaved runway.



The 1956 USGS topo map depicted South Omaha Airport as having 2 turf runways and 5 buildings on the northeast side.

David Gurkin provided details about 2 B-25 Mitchell bombers which sat at South Omaha Airport for years: “The B-25s arrived at South Omaha airport in 1959 with the intent to be converted to tankers. Due to unknown circumstances, they sat untouched for several years. I can't remember the company name or the individuals who purchased the planes, but they were known as 'The B-25 King'.”

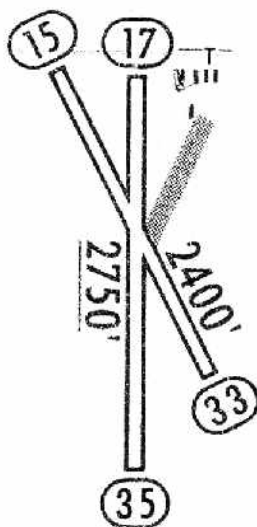
Cole Weidenbusch recalled, “I lived in Papillion from 1959-61. My friend Harold Jones & I would do any kind of summer job we could find to earn some money, then ride our bicycles out unpaved Cornhusker Road to the airport. Somebody had a Waco open cockpit biplane, probably a UPF-7, that seated 2 in the front cockpit. We would each pay the pilot \$2.50 for a 1/2 hour ride!”

Cole continued, “We also asked for & got permission to crawl all around the TB-25Js, perhaps because we were 'paying' customers. I remember 3 of them, one of which had an upgraded 'soundproofed' interior in the waist section since it was used for VIP travel. All had bomb-bay tanks, but only one was outfitted with spray bars under the wings. They had been bought to be used as crop sprayers, but the owner(s) later came to the realization that they didn't have the performance to take off from South Omaha with a full load. They were still sitting there deteriorating when I moved away.”

Cole continued, "The LeMay Aero Club has photos of planes from the former SAC Aero Club (founded in 1950 by General Curtis E. LeMay) being flown from South Omaha. Apparently, student pilots were only allowed to fly with their instructors from South Omaha until they got their certificates at which point they could fly from Offutt AFB after being checked out and cleared. One of the planes pictured is a Cabin Waco which was reputed to have been owned by LeMay."

Cole continued, "Sam Brown learned to fly there from the FBO. He was my instrument student years later. His private pilot CFI was an old gentleman who kept a Fairchild 24W there."

David Homan recalled of South Omaha Airport, "I used to live almost due North, on 48th & Harrison from 1960 (as a 1st grader). In about 1960, my parents & mother's parents & I (an only kid) saw a high-wing taildragger land southbound, and proceeded to noseover to an abrupt stop. I think there were 2 occupants, and I don't recall if they were just shookup or what. In the mid-1960s, a friend or two of mine would visit the airport on our bikes. It soon became clear that the bombers were off-limits. So, more than once, we snuck on board, and I thought there were 2 different types of aircraft, but really just remember the B-25 as one of them for sure. I know that at least one of the aircraft, maybe both, had large tanks of some kind, that we eventually heard were for cropdusting. I never heard for certain if they were actually used for that, but the tank(s) were definitely installed in the bomb-bay area."



The 1965 Jeppesen Airway Manual (courtesy of Chris Kennedy) depicted South Omaha Airport as having 2 turf runways: 2,750' Runway 17/35 & 2,400' Runway 15/33. A cluster of 5 buildings was depicted on the northeast corner of the field. The manager was listed as Richard Whitted.

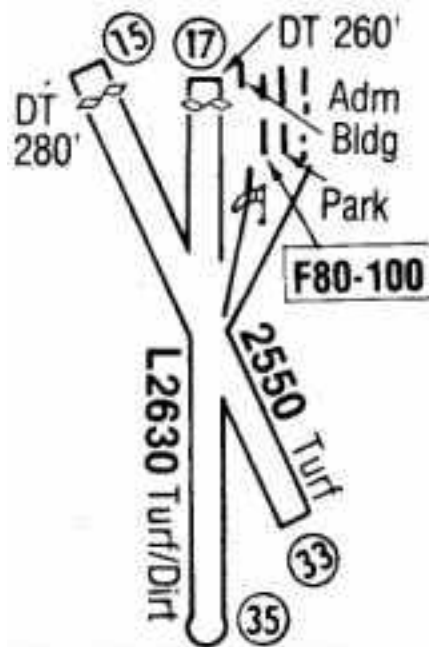
According to Nelson Carpenter, "Two B-25 bombers had sat idle along the edge of the airfield for years. The original owner of the bombers was going to convert them into tankers for fighting forest fires. That never matured. The planes were sold to a movie company that retrofitted new engines and made them airworthy for flying off the sod field."



A series of photos by David Gurkin showing B-25 N3442G departing South Omaha Airport on 11/16/80.

David Gurkin provided additional details about the B-25s at South Omaha Airport: “My brother was stationed at Offutt AFB in the early 1980s. I was visiting with him in November 1980 when one of his friends mentioned there are 2 B-25s at South Omaha Airport being readied for a ferry flight to California. We grabbed our cameras & drove to the airport where there was a small group of people gathered to witness the event. B-25 N3442G was the 1st of the planes to fly. N3442G departed South Omaha airport in late afternoon with only enough fuel to fly to Eppley Field, Omaha's main airport. The pilots said they wanted the maintenance crew to inspect the aircraft after the short flight and if all was well, they would top the tanks and head west. I can't recall when the 2nd aircraft was ferried from South Omaha.”

Mike Zimmer recalled, “While stationed at Offutt AFB, I often rented a 152 or 172 from the South Omaha FBO. The people who ran the operation were a husband & wife team. He was a Lt Col who flew the E-4B (emergency airborne command center) at Offutt and his wife handled the books (very nice folks). During the summer, they would organize a mass launch from South Omaha to any nearby fly-in breakfast.”



The 1983 Flight Guide (courtesy of Nelson Carpenter) depicted South Omaha Airport as having two turf runways: 2,630' Runway 17/35 & 2,550' Runway 15/33. A cluster of several buildings was depicted on the northeast corner of the field.



The 1984 USGS topo map depicted South Omaha Airport as having 2 turf runways, and several buildings on the northeast side.

Mike Zimmer recalled, "The Lt Col [who operated South Omaha Airport] retired from the Air Force in the summer of 1985 and they moved to MN where he flew for Northwest Airlines. The FBO was shut down but the field remained operational for the people who hangared their planes there."

Jim Brodigan recalled, "I flew gliders at the South Omaha Airport around 1985. The Lt. Col. mentioned was a Major when I worked for them as a flight instructor. His name was Bill Roester, pronounced Reester. His wife was perhaps Carol; they were a very friendly couple and I enjoyed my time working for them. Major Roester was flying the E-4B when I worked there & his wife seemed to really run the airport business. There was a glider club in the

mid-1980s at the field & it had a Schweitzer 2-33 trainer as well as a single-seat fiberglass glider.”

According to Nelson Carpenter, “The airport closed in the mid-1980s following the early death of Harry McCandless. The soon-to-be developer of Eagle Ridge had bought the airport leaving it open for a very short period until he finally closed it. Apparently there was a better return on his investment with the construction and sale of new houses.”

The South Omaha Airport was closed by 1986, as it was no longer listed among active airfields in the 1986 Flight Guide (according to Chris Kennedy).

Mike Zimmer recalled, “By the time I left Offutt in 1987, the planes [at South Omaha Airport] were gone as well as the hangars & FBO building.”



A 1993 USGS aerial view looking southwest showed South Omaha Airport remained intact, but there were no aircraft visible on the field.

However, Ray Anderson recalled South Omaha Airport still seeing some use at a later date: “The airport was still used until the spring of 1995, when the developer asked all the planes to move off the field & they started building homes. The hangars didn’t get torn down until after we left the airport in March of 1995. From the stories I have heard, only one B-25 actually flew away from South Omaha.”



A 2017 aerial view looking southwest shows the site of South Omaha Airport bears no trace of having been an airport, with the site covered by a sea of single-family houses. Another small American grassroots airport replaced by our insatiable need for ever-more housing.

The site of South Omaha Airport is located southeast of the intersection of Cornhusker Road & Eagle Ridge Drive.

Minutes

August 2019

The chapter meeting was held on August 12th at Millard Airport, Oracle Aviation. The meeting was called to order at 7 PM by President Chris Halfman.

The minutes of the July meeting were approved by voice vote as published in the newsletter.

Bob Condrey presented the Membership report. We have 103 paid members. There are only nine left who have not paid their 2019 dues, and Bob feels they are no longer active. 31 member pictures are still needed for the directory.

Bob Cartwright presented the Treasurer's report. There is not much to report, just the monthly credit card processing fee. The Treasurer's report was approved by voice vote.

Tech Counselors Bob Condrey and Mike Howard both reported nothing new.

Jim Beyer presented the Young Eagles report. Jim has asked for feedback about events and the new pattern. The next event is scheduled for August 24, for a group of students from Burke High School. After that is September 8th at Plattsmouth, assuming the airport is open again by then.

Tool report: Bruce Mundie still has the scales.

Builders Reports: Bruce Mundie has had his Nieuport out, he's working on oil cooling and carb mixture, and is having a new prop re-pitched. Anthony Rich is working on a Zenith 701. Jim Beyer talked about the Aviation Nation RV-12; students are working on the finish kit now. They are looking for a buyer for the plane once it's finished (on Tuesday, of course).

Mike Howard gave the Flyout report. Four airplanes and seven people showed up in Mason City, IA for lunch on August 4th. There is a new restaurant named "Patriot Wings CAVU Restaurant" on airport, the food and service were pretty good.

Bruce Mundie spoke about the holiday party. One option is a steak buffet dinner at Anthony's in January, similar to last year. The other is to join Chapter 569 (Lincoln) for their holiday party at the Strategic Air & Space Museum on December 7. We will have a vote at the September membership meeting. Bruce will work to get more details before the next meeting. The Chapter 80 picnic is to be held at Plattsmouth Airport on September 8, following the Young Eagles rally.

Old Business: We have approval to install the new Chapter 80 sign on the outside of the Oracle main hangar. Bruce Mundie reports that the IRS is going to accept our 501(c)(3) application, conditional on our changing the EAA 80 Charter to stipulate that, should the Chapter dissolve, any funds would be distributed to other 501(c)(3) organizations. There will be a membership vote in the near future to approve the change.

New Business: Bruce Mundie has donated to a charity golf tournament to have EAA 80 as the sponsor for one hole on the golf course.

Announcements: Norfolk's airport is having its 75 year anniversary on September 8, and they would like anyone who can show up there to do so. Also, we've heard that Barnstormers at Norfolk has closed, again.

Ken Shoemaker won the 50/50 drawing. The presentation was by Bruce Mundie, who spoke about his experiences helping the Afghan Air Force.

September Meeting: The next meeting is September 9th, 7 pm at Millard Airport Oracle Aviation.

Webinars

September

Double Standard?

Wed, September 4 – 7 p.m. CDT

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

[Register Now >>](#)

Staying Current: Where Rules and Skills Collide

Wed, September 11 – 7 p.m. CDT

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

[Register Now >>](#)

Competition Aerobatics - 101

Wed, September 17 – 7 p.m. CDT

Presenter: Susan Bell | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

Inflight Weather Hazard Avoidance Strategies

Wed, September 18 – 7 p.m. CDT

Presenter: Scott Dennstaedt | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

EAA's New Online Builders Log

Tues, September 24 – 7 p.m. CDT

Presenters: Don White and Charlie Becker

[Register Now >>](#)

How to use EAA's SkillScore Tracker to Maintain Proficiency

Wed, September 25 – 7 p.m. CDT

Presenter: Radek Wyrzykowski | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

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 >>](#)

November

What is Preventive Maintenance?

Wed, November 6 – 7 p.m. CDT

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

[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/eea/news-and-publications/eea-webinars> to see if there are other webinars available.

EAA 80 MONTHLY TREASURER REPORT

Sep-19

Checking

Acct. 310

Opening Balance \$13,966.71

Receipts

FDMS Dep	
7/8/19 50/50	\$44.00
8/12/19 50/50	\$31.00
7/8/19 Dues	Cash \$25.00
8/12/19 Dues	Cash \$50.00

Expenses

8/5/19 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

Jim Beyer

Refresh

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

Ending Balance \$14,111.76

AS INFO Aug 2018 \$16,023.26

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