



News!

November 2019

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From the President

Hello, everyone!

After nearly 5 years of being on the cover of the newsletter, it is time to pass the torch. It's been a good ride, but time for fresh blood to direct the chapter. I have no idea how many Young Eagles we've flown, \$100 hamburgers we've had, and after meeting beverages consumed. There were two Trimotor visits and countless other activities. Those were all organized by you and help make the chapter what it is: a successful, active chapter. The chapter has also personally supported me with finishing my build and being able to answer questions ranging from how to properly maintain things on Jane-the-Plane to how to fly the plane. No, I'm not going to disappear. I'm sure I'll be on board or otherwise active in the chapter. But, as one chapter member tried to convince me after I was elected president, there is no 10-year term for me. Ha! Unless there's a big upset in the election process, the reins will be turned over to Bruce Mundie. One big, empty spot on the board is Vice-President. The main role is helping line up presenters for the meetings. There are other duties, but that is the primary duty. So, we really need someone to step up to the plate. It does take time, but we are all volunteers. It takes active members to keep an organization like ours on its feet. The chapter doesn't run on autopilot.

Steve Farner will be our November speaker. He will be talking to us about the OmaHawks radio controlled flying club.

See you at the elections, November 11, 7 PM, Oracle.

Chris Halfman

Young Eagles

Thank you to all the flight line, admin, and pilot support of the EAA80 Young Eagles program. The event on October 12th was a small, but good one...and a bit cold, which all worked out as we used the inside conference room (thank you Oracle Aviation).

As we approach the end of 2019, we have some money from the 2018 season which must be used by the end of the year. We don't have to spend the entire amount, as any left over goes back to EAA. However, if there is something you think we need, please let me know. The only think I've personally thought of is some taller cones which a rope can be strung around to help with crowd safety.

Also, soon we'll be planning the 2020 season dates. It seems that this year of not having a Sunday or week after rain dated worked out better than in 2018; so we'll keep with that idea during our planning. Also, it seems we missed most of the conflicts on holidays and such. If you have any thoughts or inputs, please let me know.

Finally, EAA Chapter 80 membership is made up of folks from the greater Omaha area, but our Young Eagle rallies have been very Millard centric. There are definitely reasons for that, but I'd like to open up a discussion of having events at the other locations around town such as CBF, PMV and BTA. Just an idea at this point, but if you have thoughts either way, please let me know.

Thanks again for all of your support!

-Jim

General Aviation History

Dwane Leon Wallace Visionary/Pioneer

The National Aviation Hall of Fame
Enshrined 2013
1911-1989
Used with permission



Dwane Leon Wallace was born on October 29, 1911, in Belmont, Kansas, to Dr. Eugene and Grace Cessna Wallace, the couple's second son. Eventually his younger brother Dean and sister Doreen would join Dwane and his older brother, Dwight.

Wallace was fascinated with airplanes at an early age and having an uncle, Clyde Cessna, in the airplane manufacturing business only fueled his interest. Ten-year-old Dwane was thrilled when Uncle Clyde took him for his first ride in an OX-5 Swallow biplane.

In 1929 Wallace enrolled in Municipal University of Wichita – today known as Wichita State University – one of only three colleges in the country offering a degree in aeronautical engineering at the time. In 1933 Dwane became the university's first aeronautical engineering graduate.

The Great Depression hit hard, and in 1932 Clyde Cessna was forced to shut down his company. Wallace instead found work as an engineer for Walter Beech at the fledgling Beech Aircraft Company, located in a section of the closed Cessna Aircraft factory.

That same year, Wallace earned his pilot's license, eventually adding a commercial license with multi-engine and instrument ratings. In January of 1934, Wallace persuaded his uncle to allow him and his brother Dwight to reorganize the Cessna Aircraft Company. Clyde Cessna was named President while Dwane, at age 23, volunteered as General Manager. Dwight took on the position of Secretary-Treasurer.

1934 saw the development, helped by Wallace, of the C-34 Airmaster, soon crowned the world's most efficient airplane. Wallace often piloted a C-34 in races to boost company fame and sales – and sometimes using winnings to meet the payroll.

Clyde Cessna retired to his farm in 1936, turning over the company reins to Dwane. As president, the determined 25-year-old engineer soon had the company creating high-quality, low-cost planes made on efficient assembly lines. Dwane's talents went beyond the drawing board and race circuit – he also served as the company salesman and test pilot.

With the onset of World War II the company's ability to produce rugged aircraft for the war effort positioned it well. In the early 1940s Wallace secured a contract for Canadian Air Force training version of the twin-engine T-50, and contracts from the U.S. Army Air Corps for the AT-8 Bobcat soon followed.

In September of 1941 Dwane married Velma Lunt. The couple eventually had four daughters, Linda, Karen, Diana and Sarah.

By war's end the company had produced over 5,000 aircraft, models like the AT-17, JRC-1 and UC-78. The military production provided the company with financial stability and earned

Cessna a reputation as reliable designer and manufacturer.

As peacetime approached, Wallace was already transitioning Cessna to meet the demand for new civilian aircraft. Its extensive line of new and improved models included the 140, 180 and, thanks to TV's "Sky King," the iconic twin engine 310, among many others. The 170, modified as the O-1, and the Skymaster as the O-2 were among other Cessna aircraft configured for military use over the years.

By 1958 the company was producing more light aircraft than all four of its competitors combined, eventually controlling 53 percent of the market. The Cessna 172 Skyhawk would eventually outsell every other light plane in the world.

By the late 1960s Dwane envisioned the need for a reasonably priced business aircraft, easier to maintain and operate than the new fast jets coming on the market. In 1968, Cessna stunned the aviation world with the introduction of the FanJet 500, named so for its two "fan jet" engines.

Once skeptical pilots were won over by its many advantages, sales proved Wallace's instinct correct. Later re-named the "Citation," the line would eventually dominate the global market, making Cessna the largest producer of business jets worldwide.

Wallace remained President of Cessna Aircraft until 1964, when he moved up to Chairman of the Board. In 1972, the company Wallace had rescued from bankruptcy became the first in the world to manufacture over 100,000 airplanes. After 41 years Dwane Wallace retired from Cessna in 1975. He and Velma turned to philanthropic pursuits including establishment at Wichita State University of the Wallace Scholars Program for gifted engineering students. Nearly three hundred Wallace Scholars continue the legacy of Dwane Wallace in aviation and other sectors of industry today.

Dwane remained a senior consultant to the company he loved until 1983. On December 21, 1989 the "Quiet Giant of Aviation" passed away in Wichita, Kansas at the age of 78. Dwane Leon Wallace was a visionary and pioneering leader of the aircraft industry. Tonight, we are pleased to welcome him into the National Aviation Hall of Fame.

<https://www.nationalaviation.org/our-enshrinees/wallace-dwane-leon/>

Minutes

October 2019

The chapter meeting was held on October 14th at Millard Airport, Oracle Aviation. The meeting was called to order at 7 PM by Vice-President Bruce Mundie.

Guests included the speaker Brian Walker from Jet Links and Matt Nagler a recently new aircraft owner.

Meeting Minutes: The September 2019 minutes were approved as published.

Treasurer's Report: Bob Cartwright presented the treasurer's reports for October. The opening balance was \$14,111.76. Chapter receipts totaled \$169 (dues and 50-50 drawing). Chapter expenses totaled \$78.80 (FDMS fees and picnic expenses). Ending balance \$14,201.96. The treasurer's report was approved as published.

Membership: Bob Condrey reported 104 members. Six have not paid their 2019 dues. Eighteen members still need to provide their EAA membership numbers. Bob has 33 members that need head photo shots for the chapter directory, which was updated recently and emailed to all members.

Tech Counselors: Jerry Ronk reported that the FAA inspected John Price's RV-7 aircraft.

Young Eagles: The last YE rally for 2019 was last weekend with 15 youths flown in 5 aircraft.

Tools: Jerry Ronk reported that Dave Bentley has the 10' and 48" sheet metal break. Daryl Long has the tensioner. Other tools were also reported checked out.

Builder Reports:

1. Bob Condrey stated that the Aviation Nation RV-12 took delivery of the engine kit, with the avionics kit on order (3-4 month lead time). The goal is to fly by AirVenture 2020. Jim Byer is considering a club ownership for this aircraft, with up to six members. The aircraft will be IFR equipped (but not legal to fly IFR). If interested, contact Jim.

2. Bruce Mundie's Nieuport is in for an annual. He is having a new prop custom made to improve performance. He has not flown off the 40 hours yet.

Builders Meeting: None scheduled.

Fly-outs: Mike Howard arranged a fly out to Topeka last weekend with 3 aircraft and 5 persons participating. A recent trip to We Be Smokin had only one aircraft and 2 persons involved. He would like to encourage more participation. Boone Iowa has a group (mostly RVs) that has fly outs once a week with 5-15 aircraft involved.

Social Coordinator: The Holiday Party is December 7th at the SAC Museum with the Lincoln EAA 569 and IAC 80 chapters. Dinner and tour of the museum is \$36. Our chapter newsletter has signup information, with an RSVP due by November 15th.

Old Business: Larry Glaser volunteered to hang our chapter sign on the side of Oracle Aviation (if it can be found).

New Business:

- Bruce Mundie is looking for a volunteer to arrange the meeting refreshments.
- Jerry Ronk suggested we get a tool crib locker (similar to the one we have for our meeting audio-visual equipment). A motion was made, seconded, and passed that Jerry pick up a locker for under \$500 (estimated cost \$300).
- It was passed on from Jim Beyer that we volunteer to host the EAA Tri-Motor next summer. A motion was made, seconded, and passed. Bruce Mundie is now looking for a volunteer Chairman.
- Nominations. The following Officer Positions are nominated:

President	Bruce Mundie
Vice-President	<i>open</i>
Treasurer	Bob Cartwright
Secretary	Craig Tylski
Membership	Bob Condrey
Young Eagles	Scott Pridie;
Asst, Greg Seewald	

Non-Elected Positions:

Refreshments	(member rotation)
Social Coord	<i>open</i>
Newsletter	<i>open</i>
Web Page	Dale Botkin
Tools	Dave Bentley
Tech Counselors	Mike Howard, Jerry Ronk, Bob Condrey

All are encouraged to volunteer. Voting will be at the November meeting.

Announcements: None

Raffle Drawing: The raffle total was \$48, and Bob Cartwright was the winner of the \$24 prize.

Presentation: Brian Watkins, Director of Flight Operations, gave an overview of the Jet Linx company operations out of Eppley, along with his assistant.

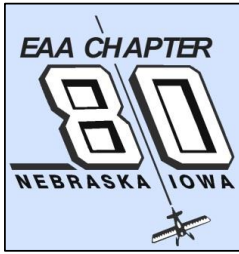
Next Meeting: The next meeting is November 11th, 7pm, at Millard Airport Oracle Aviation.

Christmas Party

At the September 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 this newsletter as a separate attachment if you have trouble saving it from the newsletter. 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

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 >>](#)

EAA Ray Aviation Scholarship - 2020 and Beyond

Tues, November 12 – 7 p.m. CST

Presenter: David Leiting Jr.

[Register Now >>](#)

The First 400 Feet

Wed, November 13 – 7 p.m. CST

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

[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 credit.*

[Register Now >>](#)

Emergency Notification Systems

Tues, November 26 – 7 p.m. CST

Presenter: Phil Lightstone | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

December

Chapter Roster Management Application

Tues December 3 – 7 p.m. CST

Presenter: Charlie Becker

[Register Now >>](#)

Is Hangaring Worth It?

Wed, December 4 – 7 p.m. CST

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

[Register Now >>](#)

Vans RV Maintenance

Gotchas

Wed, December 11 – 7 p.m. CST

Presenter: Vic Syracuse | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

What You Need to Know About Airframe Icing

Wed, December 18 – 7 p.m. CST

Presenter: Scott Dennstaedt |
Qualifies for FAA WINGS credit.

[Register Now >>](#)

January

AOG! Dealing With Breakdowns Away From Home

Wed, January 8 – 7 p.m. CST

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/eaanews-and-publications/eaawebinars> to see if there are other webinars available.

EAA 80 MONTHLY TREASURER REPORT

Nov-19

Checking

Acct. 310

Opening Balance \$14,201.96

Receipts

10/14/19 FDMS Dep 50/50 \$24.00

10/14/19 Dues Cash Dues Chks \$25.00

Expenses

10/1/19 Y.E. Expense \$15.29

10/3/19 Jim Beyer
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

Refresh

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

Ending Balance \$14,230.72

AS INFO Nov 2018 \$15,856.31

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

EAA CHAPTER 80

2019 APPLICATION FORM

www.eaa80.org
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 Twitter: @EAA_80

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