**Evelyn Sharp**

* Ord, Nebraska
* Soloed in the Aeronca C-3 at 16 years old
* At 18, she attended the Lincoln Airplane and Flying School
* Obtained her Transport License in 1938
  + Youngest woman in the United States to receive this license
  + The only woman in Nebraska to have one at the time
* 1942: Sharp became the seventeenth woman to be accepted into the new Women’s Auxiliary Ferrying Squadron
* Died in a ferrying accident in 1944

Harriet Long Stotts

* Perhaps Nebraska’s first female pilot
  + Along with “Mrs. Jack Atkinson”
* Worked for Harding, Zook, and Bahl in 1920
* Took lessons from Errold Bahl

Ethel Ives Tillotson of Tilden and Battle Creek; Louise Tinsley-Miller of Omaha

* First two Nebraska women to become licensed pilots in 1928
* Picture of Tillotson in cockpit of a Lincoln Page in 1928 (RG2929-386)
* Picture of Tinsley-Miller receiving the World’s Barrel Roll record of 312 in 1936 (RG2929-398)

Grace Elizabeth (Betty) Clements of Elmwood, NE (24 mi. from Lincoln)

* World War II, ferrying army airplanes
* Part of the first group of women taught to pilot the four-engine Boeing B-17 Flying Fortress

Errold Bahl

* Former Lieut. and pilot in US army
* Established airplane repair and shop at 107 N. 9th St., Lincoln, NE
* Designed and created the Lark; an airplane for the “average man”
  + A single wing and monocoque fuselage built of lamentante plywood (Goeres, 46)
  + Known as ‘the lightest plane in the world’ at 500 pounds
* Incorporated the business in September 1919
  + Got off to a hot start
  + Then competition from other military surplus manufacturers (like Nebraska Aircraft Corporation-turned-Lincoln Standard Aircraft Company) crept in
* Advertised lessons in *The Daily Nebraskan*

Nebraska Aircraft Corporation (later Lincoln Standard Aircraft Company)

* Originally A.G. Hebb, L.A. Winship, and E.C. Hammond
* Bought entire stock of WWI-surplus Standard airplanes and a few surplus engines
* Created a “more powerful and reliable airplane,” the first of which was “assembled at the Industrial Arts Building on the state fairgrounds
* Company fell behind on its loans 🡪 Widely circulated rumor:
  + One of the founders took the company’s assets in cash and fled to Mexico
* Creditors charged Ray Page to take over
* Ray Page
  + “an experienced car salesman and manager of Nebraska Buick in Lincoln since 1915”
  + Bought the company in 1922
  + Renamed it Lincoln Standard Aircraft Company, Inc.
  + Also produced aerial pageants in cities and towns throughout the Midwest
    - Paid-admission shows featured stunt flying, wing walking, and parachute jumping
      * Spectators could also pay to ride in the planes

Lincoln Standard Aircraft Company, Inc. under Ray Page

* Chief engineer: Otto Timm
  + Built and designed planes since 1910
  + Came to Lincoln in 1921 to do design work for Lincoln Aircraft
  + Piloted the plane in which Bud Gurney and Charles Lindbergh took their first airplane ride in April 1922
* Eyer Sloniger: test pilot, salesman, stunt pilot
  + Studied at UNL and began barnstorming part-time after training in France during WWI and at Kelly Field in Texas
  + Had a close call with the Dole race in 1927
* In 1927, Ray Page expanded the administration of Lincoln Standard to include Victor Roos of Omaha, formerly an executive with Swallow Aircraft Corporation in Wichita, KS
* A series of planes manufactured by Lincoln Standard became quite popular
  + The Swallow-turned-Lincoln Page 3 (LP-3)
  + Page Trainer (PT)
  + Lincoln Sport: billed as the “world’s smallest practical airplane” (RG2801-1-53a&b)
* Great Depression sunk sales; forced the company to merge with American Eagle of KC in 1931 and to close the plant
  + During the Depression, the government began regulating flying more severely (think New Deal, creation of the FAA)

Arrow Aircraft Corporation (Goeres, 56-57)

* Havelock, NE (later annexed into Lincoln)
* First airplane completed in 1926
* 1927: first Arrow Sport
* Thriving by 1929 with new investors
  + Orders coming in from home and abroad
  + Then a fire at the Le Blond engine plant created a shortage of engines for plane production, leading to cancelled orders
  + The Great Depression cancelled even more orders
* Production of Arrow Sport was shut down in 1932
* Arrow Aircraft went out of business by the early 1940s

Lincoln Airplane and Flying School

* Origins in E.J. Sias’s auto and tractor school in 1918
* 1929: Sias bought the flying school share of Ray Page’s Lincoln Standard Aircraft
  + The school was then called the Lincoln Auto and Airplane School with the corporate name Lincoln Aeronautical Institute (same building, different ownership)
* School was made up of two divisions
  + Mechanics: at 24th/O Street
  + Flight: Municipal Airport but then moved to Union Airport
    - A bus would take students back and forth between the facilities (pictured, Goeres, p. 73)
* July 1, 1939: school was “one of nine civilian contract schools selected by the Army Air Corps to give primary flight instruction to army cadets
  + The winter of 1939-40 was so bad that the army moved its training to Lakeland, Florida in the fall of 1940
  + Sias then sold his interest in the army flying contract
* Sias closed the school and retired in July 1945
  + The Lincoln Aviation Instituted served as Sias’ successor
    - Formed by David Bornemeier, Charles Taylor, Thomas J. Umberger, and Charles L. Haeseker in 1949
* Social Media Post:

“#OTD – 91 years ago – 03/31/1930: the Lincoln Airplane and Flying School was officially approved by the US Department of Commerce: Aeronautics Branch.

The Lincoln Airplane and Flying School operated out of two locations: the recently constructed municipal airport housed the flight training program, while mechanics training took place at the company’s headquarters in downtown Lincoln (pictured below at 2415 “O” Street).

The school briefly provided flight instruction to army cadets in 1939, before the Army Air Corps ­– deterred by a particularly harsh Nebraska winter – opted to move the training program to Lakeland, Florida, the following fall.

The facility closed in 1945, but the mantle of flight instruction in Lincoln was quickly taken up by other aviation-minded entrepreneurs.”

* Flader Tract selected to be site of Lincoln Municipal Airport, Lincoln’s *Evening State Journal*, 25 July 1928, pp. 1 & 12.
  + “Select Flader Tract for Muny Airport”
    - “Flader Tract of 160 Acres Four and Half Miles from Center to Cost $44,000” \_ “Duncan Lone Opponent” \_ “Declares Not Proven to Him That Stewart Tract Impossible—He Supports Resolution Following Motion.”
      * Morning of Wednesday, July 25, 1928
      * City Commissioners approved Mayor Hedge’s motion to locate the Lincoln Municipal Airport at Flader’s Tract
        + 3-1 vote in favor, with Commissioner Duncan dissenting
      * “Councilmen, excepting Duncan, had favored this site over others and he favored it over all excepting the Stewart tract.”
        + Duncan was “street department head” (accrd. Pp. 12)
      * “Mayor Hedge was actuated by two motives in bringing the matter to a head Wednesday;
      * “desire at Washington to know exact location and disinclination on the part of the executive to hear any more talk referred to by him as frivulous [sic] concerning Stewart tract usage.
      * “Another influencing factor in making the announcement of selection at this time was the attitude of Frank E. Caldwell, division superintendent of the Boeing Air Transport company…He expressed himself forcibly against the Stewart tract.” (pp. 12 of *Lincoln State Journal*)
  + Competed around June 20, 1929 – see articles about one year anniversary celebration, air show, dedication
  + First “amphibian plane” around [July 18, 1929](https://www.newspapers.com/clip/75169496/airport-needs-gas-on-the-ground/)
  + Why was this site chosen?
    - Distance from the post office
      * The new airport would take over airway responsibilities from Page Airfield for the airmail route once finished
    - Cost, cost, cost
      * Price per acre: generally cost effective
      * “No cost of grading”
    - Well-lit airfield
      * Safety
      * Night airmail
        + One commissioner (Blair) stated, “Deep in my own conscience and heart I know the Flader tract to be the best buy.”
        + According to the legal description from land records, the ground was “in square shape and practically level.”
        + Tract owned by Tilman Flader and Mary L. Flader
    - Pressure to make a decision from Department of Commerce: Aeronautics Division.
    - Plots under consideration:
      * Flader Tract (NW)
      * Trienan tract (NW)
      * Stewart tract (city owned – NW)
      * Turner tract (“west edge of Havelock”)
      * Gardner tract (NE)
      * Moran tract (NE)