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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, June 3rd

Time: 7:30pm

Program: B-17 tour planning

Please do your best to attend this meeting! We have some important details to work out before the B-17 arrives. We need as many members there as possible so we can arrange volunteers for the various duties that we will have to perform. Contact Keith Gomon at 402-766-4791 if you are able to help out with the B-17 that will be in Lincoln June 13-15.

Place: Duncan Aviation Engine Shop
5000 NW 44th St – Lincoln, NE

President's Message Cristi Higgins



Summer is finally here and the flying has been happening everywhere. We had two successful Young Eagle events in May. Thank you to Tom Trumble, Tom Winter, Buddy Smith, Glen Witte and Jerry Clinch for being our hero pilots. You just can't have Young Eagles without these very generous and amazingly good looking pilots. A Young Eagle Coordinator will say anything to get the kids up in the air.

We have two big dates for Young Eagles in June. The State Fly-in held in York at 8am June 7th and our annual event in Beatrice at 10am June 14th. Please join us if you can.

Keith Gomon is doing a fabulous job promoting the B-17. I expect it to be a grand event and please sign up with Keith to help care for the B-17 while it is here June 13, 14 and 15th.

June meeting is all business folks as we have a lot to discuss about chapter stuff. Yes stuff we have collected over the years and don't even know we have. Tom Henry and Erick Corbridge along with his kids showed up in Crete to help clear out club stuff that was left in Ray Supalla's hangar. Ray has moved to Iowa and we will miss him. We have a lot of junk but also a lot of cool stuff. I need ideas on what to do with all of this. Dean Hoy is being very generous with his hangar space in Crete for now. Here are just a few items we found.... a large wooden prop, a cute shelf with a prop, a PA system and lots more.

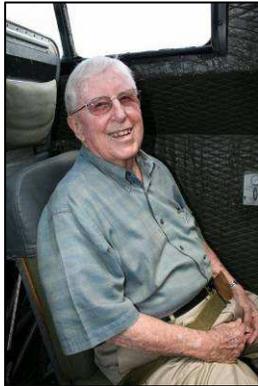
This June meeting is also the end to the silent auction for George Myers leather jacket. I will hand it over to the new owner then.

Fly Safe, Cristi Higgins



Mark Werth's Flight Design CTSW at a recent breakfast.

“A rare privilege”



(Bill Schock, retired-publisher of The Falls City Journal, was a bomber pilot during WWII. After his airplane was shot down, he became a prisoner of war. This column was originally published in The Falls City Journal in 2008.)

Recently in Lincoln I got a nostalgic ride in Aluminum Overcast, an ancient B-17 owned by the Experimental Aircraft Association. The EAA permitted me to bring my grandson, Jason Schock, along for the ride, to show him what it was like when I was flying a B-17 for the Army Air Corps in World War II. Contrary to all the publicity I've been receiving lately, I really didn't win the war all by myself. I was one of 17 million men and women in the Armed Forces, 400,000 of whom didn't get to come home.

I've been thinking of the contrasts in rides way back when I was in combat B-17 and the recent ride in Lincoln. Bear with me while I turn back the clock 65 years.

In Lincoln, it was a ride for the press and I was given royal treatment because I was a survivor. I boarded the old bomber in a rather privileged status. Back then,

I was just one of the guys all loaded with oxygen masks, Mae Wests, flying boots, parachutes, etc., wearing long-handled underwear and heavy leather jackets-and puckering a bit.

As the plane roared--and I mean roared--down the Lincoln runway with a load of 11 reporters, photographers and the cockpit crew, it was a routine takeoff. Back then, there were 10 men in combat gear, hundreds of pounds of 50-caliber shells, 5,000 pounds of bombs and 2,800 gallons of aviation fuel. You could hardly wait until you reached takeoff speed and left the runway with the 1200 HP engines pulling all the RPM's in them. This time, the weather was perfect and the sky was empty. And the temperature outside wasn't 40 below zero as it was at 20,000 feet in 1943. Back then we usually climbed through thousands of feet of fog and clouds, and when we got above the clouds the sky was filled with hundreds of bombers trying to find their formations before crossing the North Sea on their way to German targets. Mid-air collisions were not uncommon, and they were gut wrenching to see.

This time, no one was in the B-17's nose section. Back then, early on, there was Tony Grimaldi, the navigator from Rye, NY, and a Mizzou running back before the war. Tony had bailed out while we were forming over England to head for Germany when our plane iced up in moisture-laden clouds and the four props kicked the ice back on the fuselage. It sounded like the bomber was coming apart. Tony

landed, appropriately, in a British Italian prisoner of war camp. He was a few missions ahead of us, and when he was on his 25th and final mission, set a record in Hail Marys. The bombardier was Jim Garrett from Canon City, CO, who played football at Colorado with Al-American Byron "Whizzer" White, and later did some prize fighting. So, affectionately, I called him Canvasback. The East Sunday when we bit the dust, the navigator was Mitt Mittendorf of Beaumont, TX, who later became a top aeronautical engineer for Lockheed and left his very talented imprints on the Air Force's C-130, the C-141 and the C-5.

The cockpit was different this time. I didn't know the name of the pilot and co-pilot. Back then, the pilot was Phil McPhail of Richmond, VA, who later flew for United Airlines. Yours truly was co-pilot, later the pilot. Mac and I made a nice Mutt and Jeff twosome--Mac stood 6'5" and I stood 5' 7 1/2" on my tiptoes.

There was no top turret gunner this time. Back then, the turret was manned by Luke Shannon of Minnesota, who was killed in his parachute when we had to leave the burning airplane. Nice guys, those Nazis. There was no one in the radio compartment. Back then, it was Charlie Hawkins of New York City. Charlie became very unhappy on our third mission when we were having a tough time getting our almost out-of-gas bomber back to England. He still was calling out "May Day! May Day! May Day!" thinking we were going to have to ditch in the North

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Sea when we touched down at a opportune fighter base just off the coast of England. "Air-Sea Rescue will think I'm nuts!" said Charlie as he came up to the cockpit considerably irritated now that we were safely on the ground. Mac and I were sympathetic.

This time there was no one in the ball turret with the twin 50's. Early on, it was Smoe Coleman, New York City, who tossed in the towel after the very rough second mission. Then it was Lester Van Gorkum from Iowa who was curled up in the cramped turret, which took lots and lots of guts. Van was hit badly when we were shot down and lost his right arm while in a German hospital.

This time, there were no waist gunners. Back then, they were Pat Benker from California and Morton Hamm from South Carolina. Pat suffered severe wounds when flak raked our airplane, was treated in a German hospital and with some of the flak still embedded, was in and out of Veterans Hospitals the rest of his short life. Mort's parachute dropped him into a big lake after he had parachuted out of the plane but his Mae West saved his life. He became an agricultural instructor in a Carolina high school after the war.

This time, the tail gunner's part of the bomber was closed off. Back then, the tail gunner first was Ryan Palmer but he gave it up after our third mission--aerial combat wasn't for him. Earlier, as we flew across the Atlantic on our way to England, Palmer, a nervous-in-the-service guy, kept calling the cockpit to see how much fuel we had left. They were rather disturbing calls as we

zoomed along in the dark above the cold ocean. Then it became Charlie Mitchell, who also was badly wounded when the flak hit us and Charlie spent lots of time in a German hospital.

Back then, when we returned from a hectic trip over Europe, a healthy shot of Scotch was waiting for us at the immediate post-mission briefing table. You'd better believe it was a very quick up and down for everyone. This time there were only the reporters and the photographers waiting to discuss the short trip. No Scotch--and it was just as well.

Mitt and I are the only ones left of that great bunch of guys. And we're still best friends. He's been in Falls City several times and we re-fight the war with enhanced tales our wives have memorized.

That's about it. The old bomber, which returned safely from its trip 2,000 feet above south Lincoln, is still something special to me, and the memorable ride was a rare privilege for both Jason and me. Many thanks to the EAA.



Bill Schock meeting the press when the B-17 was here in 2008. Bill, 95, is planning to ride the B-17 again when it's here in Lincoln, June 13 - 15.

Harry Converts the Heathen

By Tom Winter

Harry Barr called. Did I want to get up in the Eagle and make some noise? At our EAA Chapter 569 Christmas party, I had won the prize of prizes: a flight with Harry Barr in his aerobatic biplane Christen Eagle. Unsure how my bod could deal with aerobatics, it was nonetheless an opportunity NOT to be missed. So my answer to Harry was "I'm out the door!"

When I got there, the Eagle was out of the hangar and ready to roll; Jim Debus was there, wrenching on the club Yankee, and so was Jessy Panzer, who asked "Going to go for a ride?" Yup. And here comes Harry, walking toward me holding up a parachute pack. He strapped me into it, assured me it would work as it was freshly packed by Larry Bartlett. "We're not going to use it, but if we do, I'll put the plane upside down, pull the canopy. You unhook the harness and fall out. Grab this ring, pull it, and throw it away."

The front seat is even blinder than I expected, because in the front seat, the panel is very close. The S turns to see ahead help the pilot in back more than the pax in front.

No fan of roller-coaster rides, I had some hesitation about aerobatics, but we got a gentle start. At altitude, he invited me to get my feet off the floor and onto the pedals, and my hand on the stick. For a lot of the flight, I was not sure if I was flying the plane or following. If I was following, Harry's touch on stick and pedal is very light.

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En route, he asked me what experience I had with aerobatic flight. I answered that I'd had two tailwheel lessons with Jeff Clausen, with lots of landings, and with one roll. Well, we would do anything I liked and nothing I didn't want to do. Out in the west practice area, he had me do the clearing turns. Stick in my right hand, just like in a sailplane!

"Do you know what a hammerhead is?" Oh yes I knew. Hammerhead is the one where you go straight up till you stop, and then go straight down. Did not appeal to me at all, so I replied "Yes, and I'm not going there!" "I thought you were going with me! (laughter)

"What about an aileron roll?" Hesitant again, but then "Yes."

We did one. I watched the sky and the land roll past the canopy, recovered myself, thought for a minute, and realized my body can deal with this, and then said "Okay, let's do another. Yes!"

We did.

Then Harry: "You want to try it? Up at about 20°, then hard left aileron." That's what I did. Hey, this isn't so bad. Then another, this time to the left. Hey, this is a bit of all right.

I noticed that when Harry got us right side up again, we were level; when I got right side up again, we were pointed down a tad. (On the ground after, he told me to ease off on the back pressure when starting the roll, because when you go around, up is down!) I think I did three aileron rolls.

A loop? Okay. "When I tell you

to grunt, grunt." Grunt. And again. What I mostly noticed about the loop was the unpleasantness of the Gs. No, I don't need to do loops. (Afterthought, in my living room easy chair: "Yet.")

Then he was able to talk me into the hammerhead. Ooh, I'm so glad! It was like a cat-person discovering that dogs are loveable! I love a hammerhead! Harry:

"Enter about 150, look out at the wings. They'll tell you all you need to know. Back stick until straight up, wait, then hard left rudder." We did it! Huge surprise: my body had no trouble with this at all!

Then my turn. I looked out at the wings, I pulled back until we were headed straight up, then when the 'up' stopped, hard left rudder and, no effort at all, you're looking straight down!

Okay, now, why wasn't I in a panic? It was a big contrast with prior experience: back in my sailplane training, when I over-recovered from a deep stall, and had the Schweizer 2-33 aiming straight down, I was screaming like a girl! (Okay, forgive me girls, it's in the language, and I know better, but, well — I screamed.) Odd, but the Gs that I found bothersome in the loop, I didn't even notice in the recovery from going straight down. I did another! Who'd'a thunk it? Tom Winter, who regrets ever going down Space Mountain, who thinks roller-coasters are an invention of the devil, LOVES HAMMERHEADS.

All too soon, back to the airport. Harry let me fly back. We did the Pawnee Lake approach, and past midfield, Harry took over with a

steep turn to downwind, and a steep turn to final. I was an approving audience as Harry dealt with the significant crosswind.

At the hangar, unbuckled from harness and from parachute. I thanked Harry for an unforgettable afternoon.

Jim Debus asked me "Well you got to get you one?" Hmmm. Do I need to buy an Eagle? That would be a yes. I need to get me an Eagle. Well, maybe a Cessna Aerobat. Retired Latin teacher and all, you know.



Hangar
Chatter

A Chapter 569 rivet workshop will be held on May 31st, 10:00am at Shoemaker Field (NE40).

If you have ever dreamed of becoming a helicopter pilot, this event is for you. Helicopter Day & Indoor Airshow at SAC. More info here: <http://goo.gl/Noovdp>

Good luck to Diane Bartels and Evelyn Sedivy Cowing, members of the Nebraska Ninety-Nines. They will fly together in the Air Race Classic beginning June 16th. More on the story here: <http://goo.gl/uTxiiI>.

We're continuing to take silent bids for the leather jacket the Meyers donated to the Chapter. If you would like to place a bid, please contact President Cristi Higgins by email at higginschristi@msn.com or by phone at 402.476.1841.

**Minutes of the Club Meeting
May 6th, 2014**

The meeting was called to order at 7:30 PM CST by President Cristi Higgins.

Wayne Woldt gave a presentation on "Unmanned Aircraft Systems in Agriculture".

Dean Hoy mentioned he's aware of a hot dog trailer that is for sale. Discussion ensued as to whether or not this trailer is something the Chapter could use at EAA events. The topic was tabled until more information is available.

President Higgins asked for volunteers to help clear out Chapter possessions that are stored in Ray Supalla's hangar. Ray is moving to Iowa.

A rivet workshop will be held on May 31st, 10:00am at Shoemaker Field.

The EAA Memorial Wall plaques for John Cox Sr. and George Myers are complete.

The meeting was adjourned by President Higgins.

Respectfully Submitted by
Cristi Higgins for
Doug Elting, Secretary, Chapter 569



Johnson Lake, NE Airport 2NE0
Grass Field Rwy 15/33, 3030 x 200
CTAF (2NE0) 122.90
CTAF (KLXN) 123.00
AWOS (KLXN) 121.025

(RSVP's are appreciated but not required.)

Classifieds

Hangars for Rent

Tecumseh Municipal Airport (0G3) currently has several t-hangers available for rent. Reasonable rates. 3500x75 concrete runway in excellent condition. New self serve 100LL pump. Contact Mike Wendt (Airport Manager) 402-335-3303



Fly the Fortress!
 EAA's B-17 Bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of World War II. You can see and tour this historic airplane -- and actually fly a mission!

June 13 - 15
 Silverhawk Aviation (KLNK)
<http://www.eaa569.org/>

**Johnson Lake, NE Fly-in
June 14th**

Johnson Lake is a community situated near a 2800 acre lake in central Nebraska with over 10 miles of shoreline. This privately owned airport is well maintained and a great place to spend the weekend. There is a Nebraska State park within walking distance for overnight camping or camp on the field under the stars. This event coincides with the annual art and wine festival and the Junebore craft show.

- On Field Breakfast, 7am- 10am
- Art & Wine Festival, 10am-4pm
- Junebore Craft Show, 10am-4pm

Things to Bring:
 Tie downs and anchors
 Lawn Chairs
 Self-Serve Fuel located 8 miles North at KLXN

More info: Dan Keller 308.325.5657

Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free will donation.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

June 7, Nebraska State Fly-in, York, NE (KJYR), <http://www.nebraskaaviationcouncil.org/NAC/StateFlyIn.html>

June 13 – 15, B-17 tour, Lincoln, NE, <http://www.eaa569.org/>, <http://www.b17.org/>

June 19 – 21, 2014 Ercoupe Owners Club National Fly-in, Wayne, NE (KLCG)

July 19 – 20, **Defenders of Freedom Open House and Air Show**, featuring the Blue Angels, Offutt AFB, Bellevue, NE.,

<http://www.offuttairshow.com>

July 28 - Aug. 3, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



Young Eagle News

Upcoming Young Eagle Events

June 7th – York (State Fly-in)

June 15th – Beatrice (Homestead Days)

John Cox

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