



Chapter 569 **NEWSLETTER**

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November 1, 1994

LOCATION:

COBBLER INN
at Shoemaker's
Truck Stop

TIME:

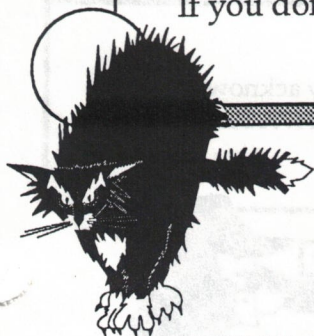
7:30 PM

**PROGRAM:**

John Nolan, retired Lt. Colonel, will tell some interesting stories about his World War II adventures. He was a cadet in the Army Air Corp in 1942 and later flew B-25 bombers in the Pacific with the 345th Bomber Wing. He currently owns and flies a PT-26 Fairchild.

This meeting will be election night. Doug Hill promises to have a slate for your vote, but he encourages nominations from the floor. This is your chance to pick your leaders for the next year.

If you don't get involved, you can't complain!



EXPERIMENTAL AIRCRAFT ASSOCIATION

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LAST MONTH'S MEETING

During the business meeting Jim Chambers gave us an update on the task force meetings. They have finally pounded out a definition for family airfield, AGR zoning and "R" zoning but much more work is left to do.

Jim Fix reported that all is go for the Christmas Party and complete info will be out soon.

Our speaker was Paul Muhle, who won grand champion in Oshkosh this year for his Acro Sport II. He answered numerous questions about the project and passed around picture books documenting the construction process. He also had pictures of the awards ceremony in Oshkosh and many newspaper articles. It is a beautiful airplane.

UNSOLVED MYSTERY

The following story was sent to "Unsolved Mysteries" by Paul Wood. He gave me permission to print in the newsletter. editor

In 1976, while flying California's Santa Ynez Mountains as an aerial photo pilot, I experienced what I call a "ghost airplane" sending out a distress signal. Late one afternoon, at Santa Barbara airport, a fellow pilot, Peter Lert called for me to join him in locating a downed aircraft in those nearby mountains. He had received a call from the California Highway Patrol indicating that a resident in the adjoining hill area had spotted a wrecked airplane, visible from his property. "They might be bleeding," he remarked excitedly as we ran toward the flight line.

Lert and I jumped into a nearby Cessna and flew to the location of the spotter's residence. Arriving at that location, we saw a CHP car and the officer frantically waving to us and pointing towards what would be the crash site. Three days ago, in fog, a Cessna had crashed in that same area, killing all on board.

As we neared mountain slopes, we tuned the radio to the distress signal 121.5 band and heard the definite sound of the emergency locator transmitter (ELT) sending out it's plaintive wailing noise. As we climbed higher up the mountain it grew louder and soon we saw this wrecked single engine Cessna on the side of the mountain. As we circled over, making tight 360 degree turns, Peter got a visual fix on the crash site and radioed to Santa Barbara Flight Service it's location.

Landing, we were astonished to find that Search and Rescue was waiting, and informed us that the

crash site was the same Cessna that had gone down days before. Incredibly, they removed all radio equipment along with the bodies!

How this aircraft was sending out such a strong and perfect signal of distress has remained a mystery to both Peter and I to this day. I am a great fan of your program series, and offer you this true story for your consideration.

I am 61 now, retired from Hughes Aircraft as a senior engineer, and own my own 180mph experimental aircraft, N9030Y. It has an emergency locator transmitter such as the mystery/ghost aircraft we flew over that afternoon in the Santa Ynez mountainside. Of all the many hundreds of hours of flying and experiencing the many incredible experiences of a pilot, I shall never forget the eerie feeling of hearing that empty, crashed aircraft sending out it's distress signal.

Nov. 2, 1947

Howard Hughes makes the first and last flight of the mammoth Hercules Flying Boat (nicknamed "the Spruce Goose") in California's Long Beach Harbor.

TASK FORCE UPDATE

Steve Lukehart reports that little progress has been made since our update at the last meeting, however they are now in the process of discussing what conditions will go along with the establishment of an airfield in AGR zoning.

Steve says the task force is trying to wrap up their work by January 1, 1995. I guess then it will be in the hands of the county commissioners.

Nov. 10, 1988

The U.S. Air Force publicly acknowledges the existence of the lockheed F-117A Stealth fighter.

