



## EAA 569 Contact Information

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## Meeting Announcement

**Date:** Sunday, September 10<sup>th</sup>

**Time:** 4:00pm (eat around 5:00pm)

**Program:** Chapter 569 Annual Picnic

**Place:** Denton Airfield (NE40)  
Don Shoemaker's hangar  
11215 W Yankee Hill Rd  
Denton, NE

Map and directions to Don Shoemaker's hangar on back page. Hangar cleanup will be Saturday, September 9<sup>th</sup> at 10:00am.



### President's Message Harold Bickford

Summer events have come and gone; as ever the anticipation is worth the wait though. From vacations to flying events to astronomical events this has been a year to remember with still more on tap.

AirVenture 2017 had tremendous attendance and as ever more than one can see except at a fast pace. The EAA website provides some of the best looks (aside from being there) of the events of the week.

One highlight certainly was seeing two B-29s -Fifi and Doc- flying together. Filling out what was billed as bomber week the B-1, B-2 and venerable B-52 all flew. Many B-25s were used to create a re-enactment of the Doolittle raid from 75 years ago. Seeing them launch one at a time, as was done from the U.S.S Hornet,

certainly evoked a moment in time that had far reaching repercussions.

The Blue Angels exhibited noise and precision in their first Oshkosh appearance. FA-18s at speed are quite a sight. Their low speed regime is an eye opener as well. All of it makes for just superb flying demonstrations.

The many additional performers such as Sean D. Tucker ensured that every day had the airshow portion of AirVenture extremely well presented.

The various exhibits cover everything from ultralights to space, the final frontier. Homebuilding, the heart and soul of EAA, shows tremendous strength especially as most new aircraft registrations in general aviation are experimental-amateur built airplanes. Plans and kits for an incredible array of designs are readily available. The question really is which do you want? For that matter, there is also a huge database of books and references for those who have the desire to design an airplane. In this arena, the sky is the limit, with due regard for best practices and sound design concepts.

Illustrating what a big tent EAA is, Friday night (July 28) at Oshkosh saw what may well be the final gathering of the Apollo astronauts in a common venue. It is rather remarkable what was being done 45-50 years ago. Perhaps it is time to look for new frontiers both in the air and in space.

The eclipse viewing on August 21 was impacted some by cloud cover yet still made for epic viewing. Seeing and feeling

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## Local Man Makes Historic Flight

By Dennis Crispin

Richardson County resident, Mark Novak, participated in a historic moment as he piloted the newly restored Boeing B-29 bomber, Doc, in formation with the B-29 FiFi. It was the first time that two B-29s shared the same sky for more than five decades.

The event took place in the air over Oshkosh, Wisconsin at the Experimental Aircraft Association's annual AirVenture convention, the world's most prestigious aviation gathering.

The Boeing B-29, known as the Super Fortress, was WW-2's largest, fastest and highest flying strategic bomber. It was the aircraft that had the range to carry the air war from bases in the Central Pacific to the Japanese homeland. Of the 3,970 aircraft built, 20 remain as static museum pieces with another dozen in storage or undergoing cosmetic restoration.

Near the end of the war, a B-29 squadron was formed in which the eight aircraft were named for the characters in the Disney movie Snow White and the Seven Dwarfs. Doc, namesake of one of the dwarfs, was a part of this group.

In the 1960s, when the B-29s were taken out of service, a number of the airplanes were transferred from the Air Force to the Navy, who intended to use them for target practice! Most of the planes were left to rot in the California high desert as they were destroyed by gunfire and the elements.

More than thirty years went by when it was discovered that the



**FiFi (left) and Doc in formation. It was the first time that two B-29s had flown together in half a century.**

airplane named Doc had survived in good enough condition that it might be a candidate for restoration to flight status. A private group spent twelve years negotiating with the government to obtain title to the aircraft. Then it took two years to dismantle Doc and truck the pieces to Wichita, Kansas.

In a hangar only a short distance from the Boeing factory where the B-29s were built, a new organization named Doc's Friends spent seventeen years bringing Doc back to life. The restoration was an arduous task accomplished with many, many thousands of volunteer hours. Every part, piece, nut, bolt,

rivet, wire, instrument and accessory was replaced or refurbished to better than new condition. Parts were scrounged from all over the country. Many pieces, no longer available anywhere, had to be fabricated from the original drawings. Engines, similar to the originals, but of a newer, more reliable design were fitted.

The completed aircraft is an absolutely gorgeous example of the restorers art. The plane is quite literally better than it was when new. The aluminum skin has been polished to a mirror finish while the large cartoon of Doc was painted on

the nose to maintain the craft's original identity.

Doc was rolled out in the spring of 2016 and the first test flight was one year ago.

The Commemorative Air Force's FiFi was, for more than forty years, the world's only airworthy B-29. FiFi is now joined in the skies by Doc. It is unlikely that there will ever be a third flyable B-29.

An Air Force Academy graduate, Mark Novak spent his 28-year Air Force career flying such heavy military aircraft as the B-1B bomber and the KC-135 refueler. He retired as a Lieutenant Colonel.

One of only eight pilots currently qualified to fly as pilot-in-command on B-29s, Mark regularly flies Doc, FiFi, and several other historic military aircraft. He participated in Doc's initial test flights.

Mark flew the ferry flight to deliver the plane to Oshkosh and was in the pilot's seat when Doc flew in the airshow to the admiration of 100,000 AirVenture spectators.

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the effect of the sun being blocked by the moon is an unforgettable experience. For those who would like to do advance(!) planning, the next one that can be viewed in the US will be April 8, 2024 with a swath favoring the eastern part of the country.

Our annual chapter picnic will be at Shoemaker Field, Denton, NE. The date is September 10th, a Sunday. We'll start gathering at 4pm and plan on serving food by 5pm. This allows for folks to have time to



**Pilot Mark Novak, (Dawson, NE resident) participates in a press conference under the nose of the newly restored B-29 "Doc". Novak is standing on the left of the group.**

eat and for those flying in to be able to leave before sunset. It is a pot luck style event so along with food and some to share, bring your own plates, utensils etc. as well. Also, don't forget to bring folding chairs. Yours truly will ensure that water, coffee, tea etc. are provided. We will have a report on Oshkosh by Dennis Crispin with photos and commentary, so mark your calendar for September 10th @ 4pm and we'll see you there!

Harold Bickford,  
Chapter President

### **Yankton Regional Aviation Association and Crop Dusters LLC Fly-in**

**September 17** - Fly-in, Drive-in, Walk-in, Dragged-in airport breakfast at Chan Gurney Airport (YKN), Yankton, SD, 8:00am-1:00pm. PIC FREE, adults \$5.00; kids 5-10 \$3.00; under 5 free.

Contact Steve at 605-665-8448 or [skyhawk@iw.net](mailto:skyhawk@iw.net)

## Around the field at AirVenture 2017



Cockpit of B-29 "Doc"



**Jerry and Sharon Ebke's Zenith 650B.** It was their ninth trip to Oshkosh, first time flying in. They enjoyed it so much they were ready to fly back the following weekend.



*Thanks to Dennis Crispin for sharing these pictures from AirVenture 2017. More (over 1,600) of Dennis's photos are in the Photo Gallery at [www.eaa569.org](http://www.eaa569.org).*

## EAA AirVenture Oshkosh 2017 Facts and Figures (source [www.eaa.org](http://www.eaa.org))

**Attendance:** Approximately 590,000, an increase of five percent over 2016.

**Total aircraft:** More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 17,223 aircraft operations in the 10-day period from July 21-30, which is an average of approximately 123 takeoffs/landings per hour.

**Total showplanes:** 2,991 (up 5 percent over 2016): 1,107 homebuilt aircraft (second straight year over 1,100), 1,162 vintage airplanes (up 12 percent), 351 warbirds, 168 ultralights and light-sport aircraft, 79 seaplanes, 54 rotorcraft, 60 aerobatic aircraft, and 10 hot air balloons.

**Camping:** More than 11,600 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors throughout the week.

**Commercial exhibitors:** 881.

**Forums and Workshops:** A total of 1,050 sessions attended by more than 75,000 people.

**Social Media, Internet and Mobile:** More than 15.4 million people were reached by EAA's social media channels during AirVenture (double the 2016 total); EAA AirVenture app had 1.7 million screen views; EAA video clips during the event were viewed 2.2 million times; and EAA's 1,900 photo uploads were viewed more than 9.8 million times. Also, EAA web streams were accessed more than 500,000 times by viewers in 192 countries, who watched more than 110,000 hours of activities from the AirVenture grounds.

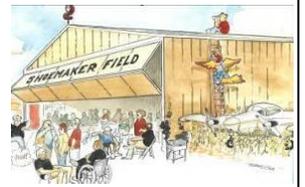
**Guests registered at International Visitors Tent:** A record 2,527 visitors registered from a record-tying 80 nations. (Additional unregistered international visitor counts push the total higher.) Top countries represented by registered visitors: Canada (583 visitors), Australia (346), and South Africa (204).

**Media:** 906 media representatives on-site, from six continents.

### Minutes of the Club Meeting August 1, 2017

No meeting in August.

## Hangar Chatter

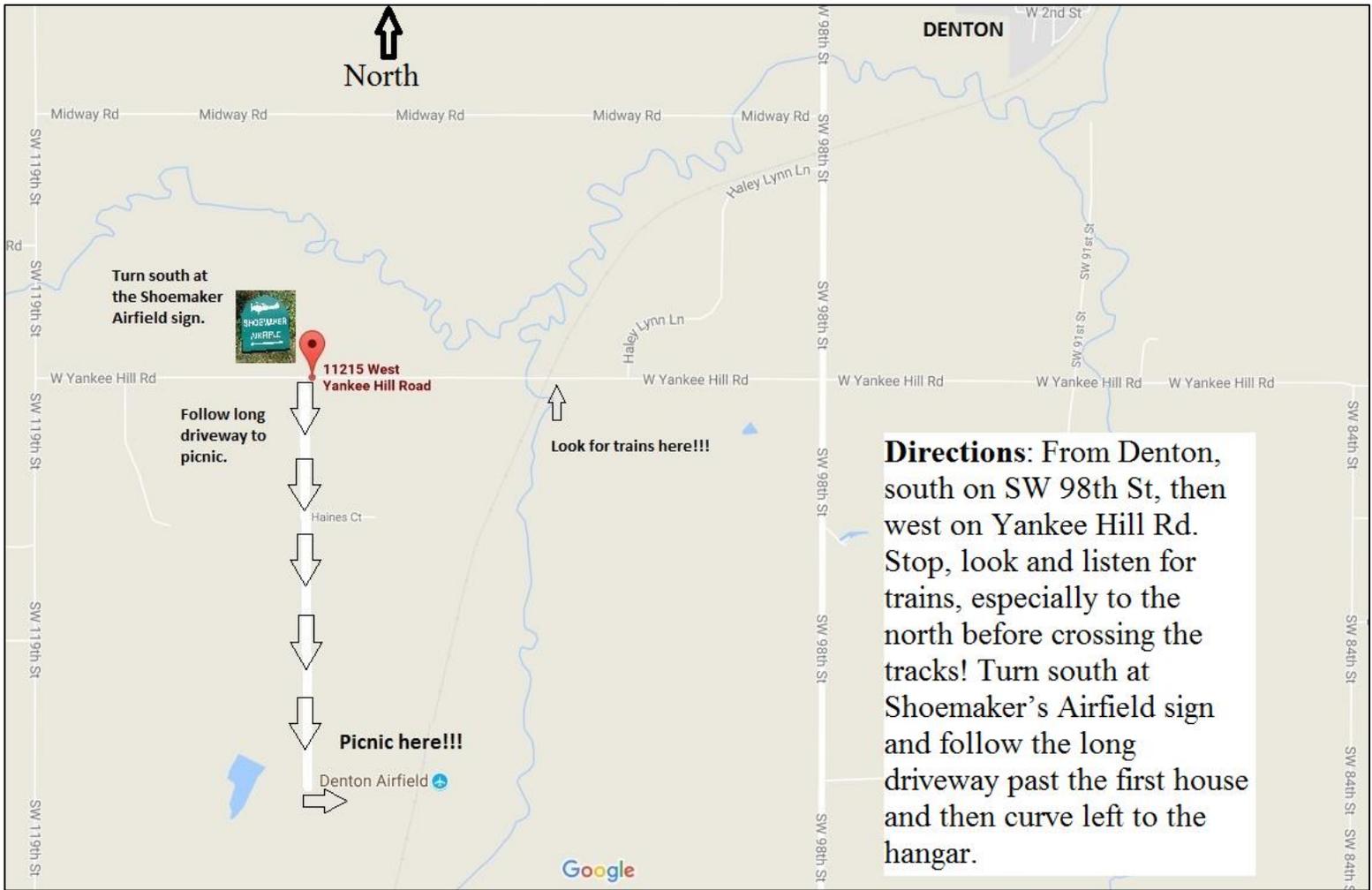


**Derek Schroeder is making good progress on his Challenger 1. Here he is ironing the wrinkles out of his wing. The fabric he is using is Superflite 104.**



**We had a pretty good turnout at the August breakfast. Among those flying in were Darrin and Cole Schawang from Falls City, NE. Darrin just recently completed building his RV-7.**

# Map to Chapter 569 Picnic



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