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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, December 2nd

Time: 5:00pm

Program: Christmas Party

Place: SAC & Aerospace Museum
28210 W Park Hwy
Ashland, NE 68003

Still a few spaces left for the Christmas Party. If you would like to attend, please submit your RSVP asap. The form was in the November newsletter or [click here](#).



**President's
Message
Harold Bickford**

In this Thanksgiving season we take time to remember our blessings and live life as happy, joyful people. I trust that the Thanksgiving holiday was a time of joy for family and friends. It would be interesting to know who may have had turducken as opposed to traditional turkey or perhaps ham.

Often it seems that those involved in aviation really live out a sense of freedom and hope which is the reward of being able to slip the surly bonds of earth. That is quite an experience to share with others such as we do with the Young Eagles program and other flying and building opportunities.

Our monthly 3rd Saturday Chapter 569 fly-in/breakfast at Crete is another

chance to share in that freedom of flight. Our crew makes it happen with coffee, orange juice, pancakes, eggs as you like them and the protein punch of bacon and sausage. Add some hash browns and you won't go away hungry. Come rain, snow or sunshine, they make it happen. So naturally we say "thank-you" to our crew. It is always a fun time and sometimes the rare and unusual type of aircraft shows up with an equally interesting flier bringing it in.

In the manner of giving thanks the November 3rd fundraiser benefit for Colton Whisler was another example of folks being involved through aviation. Between lunch, auction items and flights at the Seward airport a significant amount was raised to help defray the costs associated with Colton's medical needs. The attendance was figured at over 400 people.

Our time to celebrate 2018 will be the Christmas/Holiday dinner on December 2 at the SAC Museum. This is, of course, in lieu of our normal monthly meeting. We have the facility from 5-11pm for dinner, dancing and a museum tour. We will also install our Chapter officers for the coming year. It looks to be a fun evening in a different venue. One business item we'll need to cover is our January meeting date. As the first Tuesday is New Years Day it would seem well to defer until January 8.

Forecasting ahead to 2019 we should see some member's airplane projects come closer to fruition. The opportunities to add members is always there especially if they are new pilots. Young people in particular ought to have an exposure to flying and building. After all, they are obviously

(continued on page 4)

Exit 426*By Doug Volkmer*

People passing by on Interstate 80 do not know what they are missing by not taking Exit 426 and touring the SAC Aerospace Museum. It is an amazing collection of Air Force aircraft. And more.

Prior to the opening of the museum in 1998, these aircraft were on display at the Strategic Air Command Museum at Offutt Air Force Base in Bellevue, NE. The problem with that, they were exposed to the Nebraska weather, which can be sometimes harsh. The mice and birds weren't kind to them either. Some of the planes were in really bad shape.

Thanks to Legislative Bill 766 which passed in 1991, a new home for these aircraft would be built. All under one roof. No more exposure to the elements and critters.

Each of these aircraft presented its own challenges making the 30 mile trek to their new home. For the most part, the planes were partially disassembled, hauled (or towed) to their new location and then reassembled.

The SR-71 Blackbird was the first aircraft to be put on display. Sitting on mounts with one wing down, you see it right away as you enter the museum. It looks fast. And awesome. It was "the highest flying fastest military plane ever built even to this day," my tour guide Steve stated, a former KC-135 pilot. It flew at speeds of 3.3 Mach (roughly 2,500 MPH) at an altitude of 85,000 feet. Translation, New York to Los Angeles in a little over an hour.

The SR-71 was also the first aircraft fellow EAA 569 member Ed

Siudzinski helped restore. Ed, who was a B-47 crew chief, is a member of the restoration team at the museum. The team is comprised of around 30 volunteers who are cleaning these aircraft, painting and repairing what they can. The volunteers, past and present, have

Steve said. "Because we didn't have any fighters with the range to make it over and back until later in the war. Because of that, we lost a third of them." Once the P-51 came along, it was a much better deal for the bombers.



The atrium around the SR-71 was actually built after the SR-71 was put in place. The Air Force quit using the jet in 1989. Only 32 were built.

put in tens of thousands of hours since the museum opened.

Another aircraft the restoration team did a wonderful job on is the B-17. Ed said the engines were taken 90% apart, cleaned all up and reassembled. "I think all four of these would fire".

The B-17 was the primary bomber in WW2. General Eisenhower was convinced the only way to beat the Germans was to neutralize the Air Force (the Germans had a superior Army and Air Force). "So he ordered the B-17 and B-24 Liberator to fly from England to Germany unescorted",

Another bomber on display at SAC is the B-52. The restoration team hasn't touched this plane yet. Built in the mid-1950s, "this is the first B-52 delivered to the Air Force, this particular one", Steve said. "So it's pretty special". They were on alert or in the air 24 x 7 during the Cold War waiting to go to war.

Although they quit building the B-52 in the early 1960s, they are designed to be in the Air Force inventory until 2050. They have been rehabbed. The engine has been improved and with some new engines coming. And the electrical and avionics have been modernized.



Lights inside the cowling of the B-17 engine show off the meticulous work by the restoration team. Lights will also be added on the B-36 engine.

Steve said jets are hard to land in a severe crosswind. Typically you use the wing down, opposite rudder technique. But with the 185' wing span of the B-52 they couldn't do that. So they built technology into the B-52. "With hydraulics, they could swivel the entire body of the aircraft nose into the wind and keep the mainline landing gear straight down the runway. They could take off that way too." Only the B-52 had this technology.

The B-36 bomber, which the B-52 replaced, is another bomber on display. It's still being worked on by the restoration crew. They have done a lot of work on the inside. On my visit, they were preparing to cleanup and paint the number one engine. When done with the engine, they'll add lights, like they have on the B-17 engine, so visitors can get a good look at it.

The B-36 was equipped with 6 rear facing piston driven engines, 28 cylinders in each engine. "The big problem with these engines that was failing them was heat", Ed said. Poor air circulation.

The B-36 was also equipped with a single jet engine at each wing tip. Fully loaded with fuel and bombs, they were needed for takeoff. At cruising altitude, they would shut them down. "Somehow they were able to get those jet engines to run off aviation gas", Steve said.

Fellow EAA 569 member Don Shoemaker was an engine mechanic on the B-36. An Intercontinental Bomber, it was the only U.S. bomber never to drop a bomb in war and the only aircraft capable of attacking a target on another continent and returning to home base without having to refuel. With a crew of 15, it would go on 18 to 22 hour missions.

On my visit in late October, the restoration team was preparing to begin work on the EC-135. It was sitting outside, about to be moved into the restoration hangar.

Nicknamed "The Looking Glass", one EC-135 was in the air 24 x 7 for 29 years. With at least a one star general on board and a crew of 20, it had all the electronic and communication gear to conduct WW3 from the air. When the Cold War ended in 1992, the operation of "The Looking Glass" ended.

The last plane the team finished restoring was the C-54 Skymaster. It was used in WW2, the Berlin Airlift, Korean War and early part of the Vietnam War. It was an old DC-4. It was used to haul passengers as well as supplies and equipment. According to Steve, this plane was in really bad shape. "It was full of corrosion holes, mice, birds and mold inside. Now it's just immaculate inside. A beautiful restoration."

This is just a small sample of the aircraft on display at the museum. There are around 24 aircraft on display, [divided into two hangars](#).

Without the restoration team volunteering their time, this museum would not be what it is today. The restoration department is funded for only 2.5 full time positions. Hanging out with the group for a short time on my visit, it was pretty obvious they enjoy what they do.

Thanks to the restoration team members, who are bringing these planes back to their original glory, the next generations who take Exit 426 will learn the important role they played in American history.

Big Anniversary Coming Up

By Tom Winter

New Years Eve, December 31, 1998 was the first day that the new University Flying Club was all legal, insured, and operational. We had been all of a year getting it going. The club centered around the Cessna 150 owned by Wally Peterson. Glen Witte, our resident attorney, at last had all the i's dotted and t's crossed. It was ON! And "no hesitation" as Tower says when they

'17, inclusive), 270 hours got scribed in the logbook! I.e, Retiree Tom is flying 67 hours a year. This leads to the advice that I hand out to the kids everywhere: "Take good care of your health! Live to retire! It's worth it!"

Six months after its founding, the Club migrated to Wayne Fischer's Cherokee, leaving me with Wally, who let me buy in with him as soon as I got my ticket. We went everywhere together. I recall with pleasure Roger Aspegren saying, as



Tom alongside his "Blue Bird of Happiness".

Wally and I showed up, "The Bobbsey Twins are here!" Happy and fond memories. But it wasn't all sugar plums. In 2002, Wally got disheartened and was thinking to sell the 150. I was in no position to be the

want you to take off NOW. I jumped, and had my very first flight lesson that day.

Gracious sakes! And now it's almost 20 years later!

So here I am looking back on 20 years behind the prop.

Total hours so far, 933. I have an EZEE heat engine preheater, and so this 20th year isn't done yet! I'll be flying despite December's frosty WX. But the even number makes for simple arithmetic: in the 20 years, I averaged 47 hours a year. The median, though, is 51.

Why is the median higher? There's a one-word simple reason: retirement! In the four complete calendar years of retirement ('14-

buyer then, and, weaning myself away from the plane, I only logged 12 hours that year. Rather a drag on the overall average!

As you probably know, when Wally lost his medical, I bought him out, and ended up naming the plane, on Mary Shortridge's suggestion, The Blue Bird of Happiness. Joanna (the business manager) and I jest that she lets me keep an expensive mistress, but even though Expensive Mistress is not her name, after every flight, when I have put Blue Bird of Happiness in the hangar, and cleaned off the bugs, and closed the 40 foot hangar door, I walk up to the cowling, lay on a big sloppy kiss, and say "Love you, Honey."

Thank You

EAA Chapter 569,

Thank you for the floral arrangement.

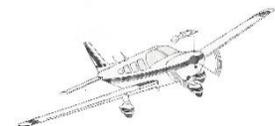
Dean Hoy

(President's Message from page 1)

good at the visual aspect. Why not expand to the realm of actually doing what is otherwise seen only on a screen? Or perhaps developing the skills to create in 3 dimensions a means by which time and space are shrunk, to say nothing of the sheer joy of building or making what otherwise must be bought? The subtext here is that pilot and related opportunities will need to be filled by people who can imagine such a future. EAA, it's chapters and people can be the vessel for just such a journey. Let's answer the call.

The Christmas and holiday season will be in full swing before we know it. Do have a joyous time of visiting, sharing and remembrance. Whether it is stockings filled with care or similar visions we wish you and yours a Merry Christmas and holiday season and a Happy New Year!

Harold Bickford,
Chapter President



One more page in the Lindbergh legend

By Dennis Crispin

It is well known that Charles Lindbergh learned to fly in Lincoln, Nebraska. Less well known is that there was a strong connection to Humboldt, a small town in the southeast corner of the state.

Roxanne Sailors, Editor of The Humboldt Standard, ran the following article in her November 15, 2018 edition.

Humboldt natives Harry Frey and Errold Bahl were associates of Lindbergh in the early days and, if I remember the story correctly, Bahl helped Lindbergh prep the Spirit of Saint Louis for the Atlantic flight.

There is an old farmhouse outside Humboldt where, legend has it, Lindbergh stayed while on his barnstorming parachute jumper job.

I have talked to old timers that claimed to be eye witnesses when the Lark airplane was flown off the street on the south side of the city square.

The story is reprinted with permission of The Humboldt Standard.

Charles Lindbergh Lands in Humboldt;

The Rest of the Story

By Roxanne Sailors

Harry G. Frey, born August 1899, became fascinated with flying at the age of 8. In 1907, he and his family were on their way to the Richardson County Fair in Humboldt, NE, when Harry and his family saw a balloon flying directly over them. A parachutist came down and landed near them on Hodap Hill, just south of town. Harry's father helped him

to load his chute into their two-seated carriage and took him into town.

Harry built two gliders, neither of which worked. After World War I, in 1918, the army started selling surplus Curtiss Jenny's with 90 HP OX'5 engines. Harry made a bid of \$250 on one, and then contacted Errold Bahl, a Humboldt boy, who was a good flyer in the army and was an instructor.

Harry suggested that they buy a Jenny and barnstorm in the towns where he was playing with four

Harding and O.A. Cooper, head of Cooper Mills. They formed a corporation in Lincoln, NE, and started building their own design, a small two place monoplane, that could land anywhere and take off on a dime. They called the plane "The Lark". One plane was built and headquartered at Harry's farm. The plane attracted attention all over the Midwest as Errold Bahl flew it out of the Square at Humboldt, off the street at Falls City and landed on the main street of several small towns, including Bern, Kansas.



semi-pro baseball teams. The price of the Jenny's went up to \$500, and together they bought one. Bahl would do stunt flying during the games. Then they started taking up passengers at \$5.00 each, and \$20 for stunt flying.

In 1919, they, and two other men, Brooks B. Harding and Abe Look, who also became interested, decided to build their own plane. They received financing from Col.

The plane pictured above (The Lark) will be remembered by some of the older people of Humboldt, NE, as it flew off the brick street, on the south side of the Square in 1927. This plane was far advanced for its days as the entire body was unitized, no rivets or parts to crack and break.

In 1922, they went back to the old Jenny, baseball and barn storming. They installed an army overhauled OX'5 that they "Souped up a little",

and made several trips to Lincoln for parts, etc. It was on one of those trips that they met a nineteen-year old flying student, known as "Slim". The Ray Page Lincoln Standard Aircraft Corp. that was teaching "Slim" to fly was going out of business, and he could not get a license to fly. "Slim" asked them to let him go with them and complete his flying, but Errold turned him down, saying they couldn't pay him anyway. Harry said, "Errold, let him come. He can stay with us." That evening Lindbergh (Slim's real name), flew back to Humboldt and slept under the plane that night. Lindbergh stayed with them all summer and was paid \$1.00 per day to make parachute jumps.

Lindbergh soloed from their plane in a field north of Humboldt, during the Humboldt Fall Festival in Sept. 1922, making a sensational triple parachute jump from Frey and Bahl's plane.

In 1924 Harry started on the design of the original "Red Bird" completed in 1926.

In 1977, Harry was interviewed on "Grand Generation" and had this to say "This plane had carried over 6000 passengers, and you can imagine the thrill I had, when Lindbergh, after his record breaking flight, landed in St. Joseph, Missouri, and while 60,000 people looked on – he took the little "Red Bird" up and put it through every aerobatic maneuver that Errold Bahl had taught him. That was my last contact with Lindberg, but I still have the helmet he used in his triple parachute jump at Humboldt, and the old OX-5 motor that was in the old Jenny that he learned to fly."

One of Harry's "Red Bird" planes is on exhibit at the Albany Museum, north of Sabetha, Kansas.

Contributors to this article include: Shawn Humm, Todd Feldmann, George Marburger, Joe and Josie Taylor (who graciously shared "The ancestors and descendants of Rosina Roth and Jacob E. Frey" family history book), Vince Riley, and the front page of the Humboldt Standard, October 6, 1977.

Minutes of the Club Meeting November 6, 2018

The meeting was called to order at 7:31 PM by President Harold Bickford.

The program for the evening was provided by Roger Zimmerman from the FAA Flight Standards Division.

Mr. Zimmerman presented an entertaining video clip showing the early years of the Wright Brothers. The video explained that Wilber and Orville's mother had the mechanical engineering aptitude in the family and built her own household appliances. Her father was a carriage builder and she worked with him in the design and manufacture of horse drawn vehicles.

The Wright Brothers were very close. They lived in the same house and shared the same bank account. Wilber was studious and intellectual while Orville was inquisitive and optimistic. They wrote a letter to the Smithsonian Institute requesting all available information on the construction of powered aircraft. There being very little information available at the time, they practiced by flying gliders.

A coin was tossed to determine who would be the pilot for the first

powered flight. Wilber won the coin toss but stalled out within the first 3.5 seconds. Orville then took the controls and flew for 12 seconds covering 120 feet.

The purpose of Mr. Zimmerman's visit was to present our own Lyle Bender with the "Master Pilot" award for 50 years of flying experience. He also presented Mrs. Bender with a lapel pin. Lyle earned his army pilot certificate and flew Chinook's in Vietnam. He recently built his own aircraft.

Harold Bickford presented a slide show of his and Edie's experience at the Rhinebeck Aerodrome. The presentation was staged as taking place in the 1920's and contained dozens of WWI and earlier aircraft primarily reproductions.

Final Christmas preparations are being made. The deadline to turn in RSVPs for the Christmas party is November 19th.

The final slate of officers was presented as follows:

Harold Bickford – President
Tom Trumble – Vice President
Keal Bockelman – Treasurer
Jerry Mulliken – Secretary

A motion was made to approve the new slate of officers and following a second, the new officers were approved unanimously.

The meeting was adjourned at 8:52 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

'Twas the Night Before Breakfast*By Doug Volkmer*

'Twas the night before breakfast, The hangar is filled,
and all through the kitchen, with the smell of sausage grilling,
nothing was in the way, and some guy talking,
of Dave's fixings. about the airplane he's building.

He was busy,
preparing fillings,
for the omelets,
Kerm would be grilling.

Green peppers, jalapenos,
were getting hacked,
as Dave takes out frustration,
with every whack.

With the morning forecast,
calling for VFR,
Doug knew they'd be flying
in from afar.

He'll be busy,
grilling hash browns,
for all the pilots,
from all around.

Meanwhile Buddy and Lori,
are busy thinkin',
how much coffee,
will they be drinkin'?

Pilots from around,
are checking Saturday's forecast,
"Yes let's head to Crete,
for an EAA breakfast!".

Saturday arrives,
and the sky is blue,
not a ripple in the air,
to make the windsock move.

Out go the Cessnas,
RVs and a Cub,
flyin' to Crete,
to get some fine grub.

From Fairmont, from Millard,
they enter the pattern,
anxious to fill their plate,
and share some chatter.

Don is telling a story,
about the B-36 bomber.
18 hour missions,
sometimes even longer.

Erick and Tom,
talk about Citations and a Lear,
and the very latest,
in avionics gear.

Dean talks of his plane,
that has lots of power,
from OK City to Crete,
in just a mere hour.

Bob's gathering ideas,
for his next cartoon,
he's getting a little nervous,
as it's due by noon.

While members put away,
the tables and chairs,
Edi and Sue,
wash up the dishware.

Kerm is busy,
making the grill spotless,
he does a superb job,
making omelets.

As pilots file out,
and preflight their plane,
the hangar is empty,
once again.

Another Chapter breakfast,
everything's put away,
the ramp is now empty,
til the next 3rd Saturday.

Merry Christmas to all
and to all a good flight!!

**For Sale**

25% share in Beautiful RV-9A N678RA

- IFR equipped including ILS EFIS with synthetic vision and highway in the sky
- 2 axis autopilot, GPS and ILS coupled
- ADSB out and in equipped
- 6 GPH cruise at 150MPH
- LED position, strobe and landing lights

This airplane is ready to go anywhere, any time. \$18,000

Contact Tom Henry @ 402-417-8558



Click on picture to enlarge

For Sale

Pristine 1946 Cessna 120

\$29,500

This airplane has won many trophies including "Ladies' Choice" at the national convention of the Cessna 120/140 association. [See attached equipment sheet.](#)
To receive a photo album by email contact:

Dr. Jim Smith, St. Joseph, MO
smithdocjim@gmail.com 816-262-8370



Events

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

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

News from

EAA Headquarters

Regard Non-FAA Aircraft Registration Renewal Notices with Suspicion

EAA is warning its members to regard any solicitation they may receive regarding aircraft registration renewal that does not come directly from the FAA with a healthy dose of suspicion. EAA is aware of several businesses — with

names, web URLs, and logos that may appear reminiscent of a government agency — that notify aircraft owners of impending registration expiration and direct them to a website or mail-in form where they can renew in exchange for a hefty fee.

Adding little or no actual value to the transaction, these businesses essentially duplicate the same process that the FAA directly administers for a mere \$5.

Unless a business is known to be reputable and offers a tangible service above and beyond a simple registration renewal, such as expedited processing or automatic renewal, EAA members should use the FAA's online registration portal.

If any members want EAA's help with registration renewal or any other issue, please contact us at 800-564-6322.

John Cox
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DeWitt, Nebraska 68541-2518

