



Chapter 569

NEWSLETTER

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*** MEETING - JANUARY 3, 1995 ***

LOCATION: COBBLER'S INN
at Shoemakers Truck Stop

TIME: 7:30 PM

PROGRAM: Larry Rhoden will show us the rough footage from the video he has taken of several of our member's airplanes and projects. We welcome your suggestions and involvement to continue this project.

!!DON'T FORGET RENEWAL!!

REFRESHMENTS: Officers

PRESIDENT'S LETTER

A big thanks to Jim and Jan Fix for another great Christmas Party. The food was good, the decorations were great, the entertainment was fantastic and the company was superb. We had a good turn-out and I'm sure everyone appreciated the hours the Fix's spent on this. I've been using my "pencil pecker" heavily during the holidays. For the few of you who did not attend the party, this is a device to check your stress level. They were passed out by the speaker, Mr. Dan Kinkade, who gave an excellent talk on stress management.

The officers met December 15th and discussed our plans for 1995. We are all ready to work hard this year and we ask for your help and support. We have a list of things we would like to do which we hope will revitalize the Chapter and increase our stature in the community. Some of these are:

1. Increase membership.
2. Establish committees to work on projects.
3. Become more visible in community, such as displays at malls or special events.
4. More flying activities.

EXPERIMENTAL AIRCRAFT ASSOCIATION

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5. More summer social activities.
6. Fly more Young Eagles - get more publicity on this.
7. Catalog our library and make available to members.
8. Print brochures on Chapter 569 for handout.
9. Attempt to sign up technical counselors and flight advisors.
10. Seek good programs.

Your ideas and suggestions would be very welcome. I challenge all of you to help us make 1995 the best year ever for Chapter 569.

--Roger Aspegren

DECEMBER OFFICER'S MEETING MINUTES

On Wednesday, December 14, 1994, Chapter officers met at Roger Aspegren's residence. Officers present were Roger Aspegren, Rick Cooper, Terry Carlson and Mark Lucey. Meeting was opened at 7:20 p.m.

Roger opened the meeting with a discussion on the program for the January Chapter meeting to be held on January 3rd. It was decided that the officers would provide refreshments for this meeting and that we need to pick a couple of people for the refreshment committee.

A discussion was brought up about the design of a new logo for our Chapter, and will be brought before the members for a vote.

A calendar of events for the year was discussed and should be ready in a month or two. It was decided that we need committees to help organize our Chapter better. Thus, a Program Committee, a Membership Committee, a Librarian and Historian Committee, and a couple of Technical Counselors.

A discussion on membership was brought up and how we could possibly generate more people to join our club. One idea was to put our monthly meeting in "PIREPS" in their calendar section. Another was to take some of our airplanes to the mall and display them with our banners. Another was to pass out and hang up flyers. And also, put an add in the Journal Star.

Roger stated that he had more things to discuss, but it was getting rather late. The meeting was adjourned at 9:00 p.m.

-- Mark Lucey, Sec/Treasurer

Our sympathy goes out to member Jim Chambers and his family in the death of Jim's brother, Pat. Pat and Daryl Hadcock lost their lives a few weeks ago in a flying accident in Pat's Swift.

COMING PLANE STUFF

January 26-28 * The Third Annual Nebraska Aviation Symposium, and Nebraska Aviation Hall of Fame Induction Ceremony. Old Mill Holiday Inn, Omaha. For more information contact Sandi Decker at 729-5390.

CONGRATULATIONS

Our congratulations goes to these Lincolmites who were listed in PIREPS this month for completing the following milestones:

Bobby Russell, Lincoln, Private Pilot
Lawrence Glaser, Lincoln, ATP
Duane Thomas, Lincoln, Instrument
John Breslow, Lincoln, Multi-Engine

MEMBERSHIP RENEWAL TIME

Enclosed with this months newsletter is your membership renewal application. Please complete the application and bring it to the meeting January 3rd. If you would like to serve on one of the committees listed on the application, please indicate which one. We need your help to volunteer and get involved. Let's make 1995 a year our Chapter can be proud of. Membership dues are \$20.00, payable to EAA Chapter 569.

TECHNICAL COUNSELORS

THE FOLLOWING ARTICLE IS FROM THE EAA CHAPTER GRAM. From the very beginning, sport aviation has been based on self-help, sharing of knowledge and the spirit that we can self regulate according to our needs rather than require the heavy hand of government to fix what they may perceive is a problem. Through EAA and the sport aviation "can do" spirit, we have done well in taking care of our own needs. In fact, our EAA Technical Counselor Program, developed by EAA Members, successfully convinced the FAA that we can monitor our own building and thus eliminating mid-term construction inspections.

Today, we have over 750 EAA Technical Counselors helping builders build safe airplanes and coaching restorers with their awarding restorations, sometime resulting in "better than new" airplanes. Even now, EAA members in the field and EAA

Staff are reviewing this program for continued growth. There is no limit to our ability to do better.

Following on the proven success of the Technical Counselors Program, we have now turned our attention to the safety of first flights of the fine airplanes we have built and restored. All too often we have heard some say, "I built it, I can fly it." Unfortunately, we have seen the disastrous results of this ill-fated logic.

The new EAA Flight Advisors Program is aimed directly at helping those that are finishing their projects to self-evaluate their skills and the needed pilot skills to fly what they have built or restored. In many cases, the builder or restorer has been working hard for months and years on their project. This leaves little time, if any, to maintain flying skills. When it comes to first flights, while it isn't rocket science, you still need things going your way. Problems can develop and often do. Being prepared with a plan and have the coaching and the right pilot behind the controls is essential.

Each Chapter should look within its ranks to find someone who might qualify to serve as Technical Counselor or Flight Advisor. The requirements are overwhelming, yet not just anyone should consider themselves capable to fill one of these positions. For the Technical Counselors position, the requirements are an A&P license or previous building or restoring experience. Flight Advisors should have experience in first flights including building, CFI rating, extensive type experience, i.e., homebuilts, antiques or classics, etc., or test pilot experience. Just as Chapters have been the backbone and foundation of EAA and sport aviation movement, participating in either of these programs will continue our record of caring about the future of aviation.

"OH MISS AGNES"

(The continued story by C.F.Runge)

ERNST ZAHN

We were loaded on a box car and headed west and arrived in a town called Kaden, Cz early that evening. I overheard some conversation about Munich and about an Air Force POW camp there and assumed that would be our destination. Not far from the rail yard was a German military post and evidently this is where we were to spend the night. We were placed in a fairly large room which appeared to have been a basement storage area, no windows and only one door. It was whitewashed with one light hanging from the ceiling and absolutely no furniture. The officer in charge, Luftwaffe Lt., ordered straw to be sent in and this was spread on the floor. It was the first decent meal we had and my first conversation with Ernst Zahn, Lt. Luftwaffe. The soup was excellent, Ernst sat beside me and in very broken English asked if it was good. I told him in the finest German I could think of that "it was excellent, better than my mother used to make." He was dumfounded. We proceeded to have a very pleasant meal of wurst, cheese and bread. Ernst passed around cigarettes to those of us who smoked. We sat and talked for about an hour. Ernst was shot down over Alexandria, Egypt during the African campaign piloting a JU-88 observation plane, was captured and sent to Canada and was eventually repatriated. The next morning Ernst gave us his Gillette and one blade for the 8 of us, the Gillette was a gift to him from the Red Cross when he was in Canada. He brought me a pair of shoes, and they were certainly better than the flying boots I had been wearing for the last 8 days. At about noon we piled on a truck and headed to Saaz, the town we were imprisoned in only 8 days before. We sat around the railroad

station until dark. Ernst commandeered a railroad coach loaded with civilian travelers and forced them all off. We were to ride in style for the next leg of our trip. The train pulled out and Ernst divided up some cheese, wurst and bread for all of us and again passed out smokes. That night Ernst and I and the other Germans started singing old German Folk songs which I had learned as a child and our crew would break out into American songs, all of which were popular during the war. The hit of the evening was "Deep in the Heart of Texas" with all the hand clapping and we proceeded to teach the Germans this one. Two of the old German guards participated in the singing and somehow one of the crew members managed to take the clips of ammo out of 2 of the rifles.

The train rolled on and the singing eventually gave out and Ernst started a conversation. His hatred of the Russians was intense and he could not understand why the Americans and Germans did not fight together against the commies. He said that after the war was over the Allies would learn that the Russians were the real enemies. His fear of being captured by the Ruskies was great. At the time we were about equal distance from the Russian front on the east and the American front on the west. We managed to sleep on the coach benches and that morning left the train in Pilsen. The area we were going through was well occupied with German troops and road blocks were everywhere. Any thought of overpowering our guards and escaping was foolish. We sat around most of the day on the outskirts of Pilsen and Ernst was quite talkative. It was evident that the war would soon be over, even now the prison camp we were headed for might already be in Allied hands. I suggested in Ernst's fear of the Russians that we head toward the American front. As long as were with him we'd be safe and

when we reached the American lines he'd be safe. And so our journey began, who was who's prisoner? From Pilsen to Budweiss to Linz took several days by truck and rail and each day we were strafed by Allied aircraft. Ernst always provided us with food, usually cheese, bread and wurst. Budweiss was smoking when we got there and Ernst always protected us from irate civilians ready to molest us. We were really hated wherever we went because of the extensive bomb damage. From Budweiss to Linz, Austria took about 2 or 3 more days. Linz had been the target of a pretty large raid the day before and was still burning and smoking. Some German SS officers spotted us and insisted we be put to work clearing debris and bomb damage. Somehow Ernst managed to hustle us out of the city. (Linz was the town in Austria where the Americans and Russians met on the southern flank of the front.) One incident I remember well on a truck heading toward Linz. Ernst rode in the cab while the rest sat in the open rear where there were some cartons. After getting off the truck Ernst showed us a bottle of Apricot liqueur which he had traded with the driver for one box of cigars. He said tonight we would all drink. The cartons in the back of the truck all contained Apricot liqueur and each of us stole a bottle and hid it in our flying clothes. Ernst was furious to learn that he had wasted a box of cigars in trade when we revealed our secret cache. That night we all got pretty well hungover on the sauce. Ernst continued drinking the next day and was still so gassed that he tried to light the end of a cigarette by firing his pistol at the tip and I ended up taking his pistol away from him and gave it to the other officer.

We left Linz on a truck and arrived in Wels, Austria. We stayed in an inn that night and most of us

slept in a storage room filled with feather beds. That evening we all ate in the kitchen in the inn and had a good home cooked meal of peas, potatoes and meat and Ernst brought us all beer.

LAST DAY

We left Wels and headed toward Ried and hitched a ride on a truck the next morning. The Americans were on the outskirts of Ried. We arrived in Ried and Ernst took us into a tavern about noon time. There was a hospital in the town and the feeling was it would be declared an open city and would surrender to the Americans without a battle. We asked for some paper and pencils and wrote brief notes "to whom it may concern" that our German captors treated us well and were responsible for our good health and safety and to offer them the best treatment, etc. About 3pm some fierce looking soldiers entered the tavern with submachine guns poised and threatened us. Ernst, evidently their senior in rank, fended them off. It appeared now there would be a fight for the town after seeing ambulances evidently evacuating wounded from the hospital. We headed out of town on the double on foot. Having reach the outskirts of town we crossed a large field heading for a farm about a half mile in the distance. We must of looked like a German patrol, shells started landing in the field dangerously close to us and in a few more yards we reached a wooded area and kept running. The shelling stopped, only a few rounds and we made it to the farm safely. That night we had dinner in the farm house occupied by a very nice Austrian family and we ate in their dining room. Soup and potatoes. We spent that night sleeping in the barn in the hay. There was no sound of shelling or gunfire and we were curious about the town of Wels. That morning word

reached the farm that the town of Ried was captured at 6pm the previous evening. Ernst gave us his razor and we all shaved and cleaned up the best we could and gathered in the courtyard of the farm. Lt. Ernst Zahn clicked his heels in true German manner, saluted me, gave me his pistol and said, "now I am your prisoner." We took the other arms and ammo from the others and headed toward town. Near the outskirts of town we spotted a jeep, American, with a Captain of Infantry and driver. He gave us some American cigarettes which we gave to the Germans and told us to continue into town and turn our captives over to the MPs.

I saw Ernst the next day in a POW compound. We gave him maps, a hack saw blade, some more cigarettes and some food and I have not heard of him or seen him since that day, May 4th, 1945.

After we reached the American

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lines on May 4th, 1945 I spent two days with the American Ground Forces doing some work as interpreter. They sent me out in the countryside to bring in some Hungarian troops bivouacked outside the town of Ried, Austria. I can honestly say I captured single-handedly a battalion of Hungarian infantry. They followed me into town and were turned over to the MPs. I was asked to bring in a German field kitchen but they fired a few shots in my direction and I returned and asked to be sent back to my unit. I was sent back to the states and never rejoined the 486th and left the service Sept. '45.

Two aircraft were lost by the 486th and I am wondering if you have heard anything about the other crew shot down 4-17-45. All of us on "OH MISS AGNES" bailed out, all captured, none were wounded by flak and none injured on ground and all eventually returned safely stateside.

--Carl F. Runge



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