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www.eaa569.org



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Meeting Announcement

Date: Tuesday, July 1

Time: 7:30pm

Program: The B-17 crew will be on hand

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

Young Eagles

The Young Eagle Rides at Beatrice on Saturday June 14 was a great success! Thanks to the help of:

- Kermit Wenger (Bonanza)
- Tom Trumble (Cessna 172)
- Chuck Hubka (Cessna 182)
- Stan Meyer (Cirrus)
- Dean Doyle (C-152)
- Sean Cahill (C-152)
- John Cox (Archer)

A total of 133 kids were flown with an additional 16 given a raincheck.



The B-17 Will Be Here Next Week!

We are now down to just a few days before the EAA's B-17 will be on the ramp at Silverhawk Aviation.

As of now we have a good number of prepaid reservations and a lot of excitement in the community. The area media is on board and we expect some good coverage. Our members have done some excellent promotion and of course the best exposure will be when the magnificent airplane is seen flying over the city.

If you haven't taken the B-17 Flight Mission Experience, maybe this is the year for your adventure in living history. Riding on this unique, wonderful airplane is one of those once-in-a-lifetime experiences that everyone owes their self. You still have time to get your reservation at the lower pre-book price. With the terrible increase in fuel prices, the cost of the Flight Mission will certainly have to go up in the coming years.

If you didn't get on the work list, come on out anyway and get in on the fun. The more the merrier.

I have helped display the Flying Fortress on two of its prior visits to Lincoln. One of the most enjoyable afternoons of my life was the day that I stood by the ladder where the tourists were entering the airplane. Every old timer who came by had a fascinating story to tell. My favorite story was from a propeller technician who had gone to England with the first group of B-17s and stayed the entire war before being sent home.

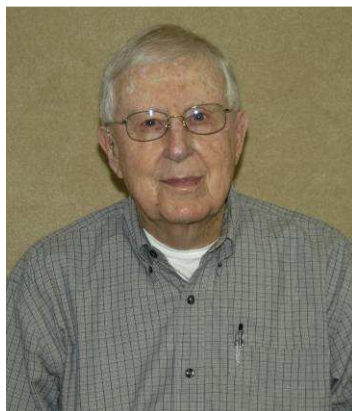
He related, in detail, how you could balance up a prop with a bullet hole in it and get a couple more missions out of it.

Aluminum Overcast flies as a living memorial to those of the greatest generation whose dedication and sacrifice determined the outcome of the biggest of all human conflicts. It is so terribly important that we not let the stories of these people disappear from the American memory.

You probably know a few WW-2 vets. Bring them along – they can tour the airplane as our guests.

Dennis Crispin
B-17 Tour Event Chairman

“Beautiful”



(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 2001.)

I recently resumed a somewhat torrid love affair that ended rather disastrously 56 years ago, although the memories have lingered on.

To dispel any rumors, which might quickly surface, it was strictly platonic. It was with a B-17 (Flying Fortress), the workhorse of the mighty 8th Air Force in

World War II. My affection for the four-engine bomber wasn't singular. I'd guess that everyone who ever flew one was similarly infatuated.

My emotional fire was rekindled at the Lincoln (NE) Airport recently where the EAA Aviation Foundation of Oshkosh, WI, had brought the restored B-17, "Aluminum Overcast," to give rides and to open it for walkthroughs by aviation and history buffs, as well as old WWII types in search of nostalgic boosts.

Bruce Morehead, San Jose, CA, son of John and Amy Morehead, who does his flying as a serious hobby, was eager for a ride in the historic bomber, and he flew us up to Lincoln.

Getting back to my love affair, it began as a blind date. Some of us had just graduated from advanced flying school in New Mexico and considered ourselves very hot pilots. We were ordered to Boise, ID, where we thought we were going in to B-25's, the twin-engine plane in which Jimmy Doolittle and his airmen made the surprise attack on Tokyo early in the war. The Army Air Corps needed B-17 crews to fill the ranks in England, which were being depleted by heavy losses in bombing missions over Europe. We were a perfect fit for the co-pilots so badly needed.

So, hello, B-17! She and I became an item, as they say today. I thought about that first meeting as I walked and crawled my way through the restored and well-traveled "Aluminum Overcast" that Friday morning some days ago. It seemed like a big airplane, both then and now.

I sat down in the jump seat they gave me behind the two pilots, stowed for takeoff. Right off the bat, they "buzzed" the Seward Airport. I smiled to myself. It brought back the most, and maybe only, fun I ever had in the four-engine bomber. It was in August 1943, and we had just picked up a new B-17 in Grand Island to fly overseas to England to become a replacement crew in the 8th Air Force.

The day before we left, we took our new plane up to calibrate the instruments. What better place to calibrate instruments than over Falls City? We "buzzed" Falls City for about 45 minutes, going east and west, then north and south, then west to east and south to north. What a blast! Even after 56 years it was fun to recall. I figured it was one heck of a goodbye to my home-town.

The B-17 and our crew went through some tough times together over Germany, but the rugged bomber always (well, nearly always) brought us back to our base in England. On a mission to Anklam, Germany, she kept us airborne through nearly three hours of continuous fighter attacks at 20,000 feet. But it was her last hurrah. The battle damage to her was so extensive that she never flew again. But she had brought us home, badly wounded as she was.

On another day and another circumstance, a B-17 gave up her life for us. Between missions over Europe, we had been on patrol over the North Sea in search of Royal Air Force crews, which had been forced to ditch in the sea after a night raid over Germany. The Air Force left us out too long, and when we were recalled, the east coast of England was "socked in" by murky weather as darkness had begun to set in. We were awfully low on fuel, and when through the murk, we spotted a landing strip of a fighter base under construction, we tried to land. After two unsuccessful passes, the landing strip came barely visible. When we were over the middle of it, we knew we had to set down. We were all but out of gas. We missed most of the runway and went bounding along on grass. Suddenly, a small creek appeared out of the gloom. The plane had just enough speed to bounce across the creek. When it came down, the wheels sank and

stuck into a very soft Brussels sprouts field, and our hectic ride ended. It gave us a terrible jolt! The B-17 became perpendicular, the four props also sinking into the muddy field. Everyone scrambled out through the cockpit windows and escape hatches before the bomber settled back down on the ground.

While the 10 of us were standing there, shaking in our boots and thanking our lucky stars, a terribly upset British farmer came running up and began berating us for ruining part of his Brussel sprouts field. Sympathy was nowhere to be found. The B-17 again had been good to us, and all of us were still in one piece. But for that plane, the war was over.

Then there was our last goodbye to another faithful airplane. We were on the way home from bombing a German fighter aircraft factory at Marienburg, East Prussia, on Easter Sunday when our plane was hit by

flak over the Schleswig Peninsula (where Germany meets Denmark). She was burning badly, and we all knew it was time to desert her. On our 25 missions, we had seen too many bombers explode in mid-air after flak or fighter hits. On automatic pilot, the B-17 flew a level course long enough to give us time to parachute out. She had been faithful to the last. Then she exploded.

One of her favorites was killed in his parachute when the Germans kept firing at us. Another lost an arm from the flak hit in the ball turret. Two more were wounded so badly they spent most of the rest of the war in German hospitals. The "lucky ones" of us finished out the war in prisoner of war camps.

So my intimate "affair" with the B-17 ended that Easter Sunday in 1944, but I knew I would never forget her. She had been too good to me. Then,

presto! Fifty six years later I was privileged to sit in the pilot's seat once again at the Lincoln Airport. The adrenalin reached flood stage. Corny? Absolutely!

I'm sure she acquired a new suitor in Bruce, my young compatriot, who looked admirably at her when our 30 minute flight was over. A very experienced old head at matters of the heart, I could tell right off he was smitten.

I'm not jealous. How could a guy who knew her in better days keep from loving her, when she had been so faithful in times long ago, and when she sat so majestically on the runway, her four big props taking man-sized bites out of the hot and humid Lincoln air in anticipation of another quick trip into the wild blue yonder? Exactly as I remembered her. Beautiful. Simply beautiful!

THE HERITAGE OF EAA'S B-17

(This article originally appeared in the April, 1994 issue of EAA Sport Aviation.)

By STEVE BUSS

Now that the EAA Aviation Foundation's B-17 "Aluminum Overcast" is touring the country, it seems appropriate to look at the history of the airplane. Not the B-17 in general, for most of us are familiar with the fact that the more than 12,000 Boeing B-17s produced during the War played an important role in the conflict, especially in the European Theater.

This particular B-17, however, has its own distinct and colorful history.

Built under license from Boeing by the Vega Aircraft Company (now Lockheed), United States Army Air Force #44-85740 was delivered on

May 18, 1945. Since it arrived too late to see action during World War II, it was sent to the Modification Center in Louisville, KY, prior to assignment to the Air Transport Command. Rather than joining the Transport Command as planned, the airplane was stored at the Syracuse (NY) Storage Depot a little over a month later. At the Storage Depot, #44-85740 joined 228 new and 33 war-weary Fortresses. Unarmed and unpainted, the airplane remained there through the end of the war. Declared surplus on October 12, 1945, it was flown to the Altus (OK) Storage Depot on November 7.

After spending more than 18 months in Altus, the airplane was acquired by its first civilian owner, Pat Brandenburg of Metal Products Company of Amarillo, TX. It was

purchased from the War Assets Administration's Aircraft Disposal Division on June 17, 1947, for the incredible price of \$750—and that included full tanks of gas!

While the airplane was now in civilian hands, it would stay in Oklahoma for most of 1947. The airplane may not have moved, but its paperwork shuffled through several owners in quick succession.

Metal Products sold the B-17 on July 10 to Universal Aviation Company of Tulsa, OK (price \$1,800). There are no records of what the airplane's first two owners intended to do with the airplane. On August 2, the B-17 was sold again, this time to Charles Winters of Miami, FL. Winters sold #44-85740, but he subsequently purchased two other B-17s for use in an

unsuccessful island-hopping Caribbean freight line.

In 1948, Winters sold those two Fortresses to the Jewish underground organization, Haganah. The aircraft were smuggled out of the U.S. for use in the 1948 Palestine War. In 1949, the FBI's investigation of the Haganah's Miami activities led to the arrest, conviction and 18 month imprisonment of Winters, the only associate of the U.S. underground to go to prison.

On August 16, 1947, Joe Lopez, Jr., owner of the Vero Beach Export and Import Company of Vero Beach, FL, purchased the airplane from Winters for \$3,500.

According to Thomas Cobb, pilot and flight instructor for Lopez, the Fortress was delivered to Melbourne, FL and an application for registration was made on Sept. 15. On Sept. 23, the Fortress received the registration number NL5017N ("L" designating it was licensed in the Limited category).

On October 1, 1947, Cobb delivered the airplane to the Eighth Air Depot Service Center at Hendricks Field, Sebring, FL. Here, the airplane underwent a cargo conversion. This included the addition of a 3/8" thick Micarta cargo floor extending from the rear bomb bay bulkhead to the tail, removal of the radio room bulkhead and addition of tiedown straps, conversion cost: \$11,000.

The total price of this bomber turned cargo plane, equipped with extended-range "Tokyo" tanks, now stood at \$14,500, yet the total time on the airframe was a mere 37 hours!

The airplane began regular flying duties in December 1947. Lopez operated a cattle ranch west of Melbourne and would haul dressed beef from Florida to either San Juan or Ponce, Puerto Rico. The airplane would return to Vero Beach the next day with a load of undressed cow hides from the island's cattle ranchers.

On the first flight to San Juan, Cobb said that all four voltage regulators went out, apparently due to inactivity, causing the batteries to boil and spill acid into the belly of the airplane. With electrical systems almost out, Cobb made an uneventful landing in San Juan. After the cargo was unloaded, the floor was lifted and baking soda spread inside the hull. After a thorough flushing with water, a close inspection yielded no structural damage to the frame or the skin. New regulators were purchased in San Juan the following morning and after installation, the Fortress returned to Florida without further incident.

Cobb reported that the airplane performed extremely well, needing only routine maintenance. Its last known duty with Lopez was the shipment of baby chickens from Miami to South America.

On June 27, 1949, Aero Service Corporation of Philadelphia purchased #44-85740 from Lopez for \$28,000. The airplane was again converted, this time into a high-altitude camera platform and survey airplane. The conversion was completed at Aero's Mercer County Airport maintenance facility located in West Trenton, NJ. One of several B-17s owned by Aero Service, the Fortress proved well suited to its new task because of its high altitude steadiness, range and reliability. Following conversion in June and July, the airplane performed photomapping over much of Arabia until May 1953. (In 1949, the CAA deleted the need to include the aircraft classification in the registration number and on June 29, #44-85740 received its current civil registration N5017N.)

In June 1953, the airplane returned to Mercer County Airport for extensive maintenance and overhaul. During the next five weeks, the wings were removed, control surfaces were replaced and four new fuel tanks were installed. In addition,

new paint was applied inside and out and four overhauled engines and propellers were installed. The B-17's instruments, hydraulic systems and landing gear were also overhauled. It was returned to service in September 1953.

In 1954, #44-85740 was based in Libya. From here it performed aerial mapping duties and completed the SHORAN-controlled magnetometer work begun in 1953. SHORAN is a relatively SHORt-RANGE Navigation system by which an aircraft or ship can determine its position by measuring the times required for radar signals to reach each of two ground stations and return. From its Libyan base, the airplane flew to Thailand for several months of Far East service before returning. It also flew mapping missions in Italy and Egypt.

During the next three years, the B-17 spent considerable time in Libya, Saudi Arabia and Lebanon. While in Saudi Arabia, the Fortress flew 44 consecutive double-shift days during September and October 1956, photomapping more than 150,000 square miles. In 1957, it completed 64,000 square miles of high altitude photography in one month.

During the twelve years the Fortress was owned by Aero Service, it flew nearly one million miles, much of it at altitudes above 30,000 feet. Most of Saudi Arabia was mapped using this aircraft. In addition, it provided SHORAN-controlled and visual photography of Iran, Laos, Libya, Vietnam, Cambodia, Egypt and Jordan.

Because of economic cutbacks, Aero Service Corporation sold the airplane on August 10, 1962, to Chris Stoltzfus & Associates of Coatesville, PA. The airplane was flown to Coatesville Airport and was placed in storage. It was intended to be modified as an aerial sprayer, but the conversion never took place. For the most part, the airplane was inactive with covered engines and glass.

Stoltzfus & Associates sold the B-17 on December 16, 1966, to Hugh Wheelless, Sr., of Dothan Rental and Leasing Company, Inc., Dothan, AL. This time, the airplane was modified for aerial spraying. A hopper was added to the bomb bay and extensive tubing was run into the wings to feed the sprayers. The airplane was used in a variety of applications including agriculture and pest control programs, forest dusting and forest fire fighting throughout the southeastern United States. During this time, the airplane served the U.S. Agriculture Department in trying to control fire ants through aerial spraying in the southern part of the country.

By 1978, B-17s were at the end of their useful commercial lives. Dothan Aviation Corporation, Inc. went out of business and #44-85740 was sold. On November 20, Dr. William E. Harrison, Jr., of Tulsa, OK, bought the airplane for \$75,000. Total airframe time now stood at 6,051 hours.

On May 21, 1979, #44-85740 was acquired by a corporation headed by Harrison known as "B-17s Around The World." The group's intent was to restore and maintain the Fortress as an airworthy, flying display of aviation heritage. They also wanted to fly the airplane around the world, visiting flying fields where B-17s had been based during World War II.

Given the economic and political climate in the world in 1979, the group soon realized that they would be unable to reach their goal of a worldwide "goodwill" tour. Not wanting to see #44-85740 remain in storage, the group donated the airplane, now known as "Aluminum Overcast," to the EAA Aviation Foundation. The airplane was donated with the provision that it remain airworthy and restoration continue as funds were available.

The Foundation accepted the B-17 on March 31, 1981. Throughout the 1980s, it was seen at air shows and fly-in events throughout the country. When plans for the EAA Air



Adventure Museum's Eagle Hangar were developed, the B-17 was slated to take a prominent place in the facility.

By 1989, years of outdoor storage had taken its toll on the airplane's exterior paint. Plans were made to repaint the airplane and the generosity of the 398th Bomb Group helped make the plans a reality. On June 2, "Aluminum Overcast" left Oshkosh to return "home" to Dothan, AL, where it was repainted by Dothan Aviation, Inc. Currently, the airplane carries the colors of the 398th Bomb Group, commemorating B-17G #42-102516, which was shot down on its 34th combat mission over Le Manior, France, on August 13, 1944.

Upon its return from Alabama, the airplane was moved into the Eagle Hangar, where it has remained on display for the past five years.

Through the years, a small but dedicated group of volunteers has assisted the staff at the Kermit Weeks Flight Research Center on the airplane's interior restoration. Progress had been slow, but steady. In preparation for the current "B-17 Heritage Tour," volunteers and staff stepped up the pace of the restoration. Work included bringing the radio room back to original specifications; installation of a complete ball turret assembly; installation of inboard and outboard bomb racks, complete with the needed hardware; extensive restoration in the nose compartment

including returning the floor to its original level and the addition of the bombardier's and navigator's stations. The tail section was removed and restored to include a working tail turret assembly. "Aluminum Overcast" is fast becoming one of the most complete B-17s on public display. Although most of the "major" components have been returned to the airplane, plenty of detail work is yet to be accomplished.

In addition to the interior restoration, crews also addressed several areas of corrosion. Work was also completed on the airplane's mechanical systems and engines to ensure that the airplane is ready to perform throughout the tour.

We hope you will have an opportunity to see the airplane when it visits an airport near you. Not only does it represent an important chapter in aviation history, but it also exemplifies the "can do" spirit of EAA.

The author would like to acknowledge the efforts of EAA member Robin Mitchell, who spent a great deal of time researching the history of the EAA Aviation Foundation's B-17

Minutes of the Club Meeting

A short meeting was held during the annual Builders Tour on June 2.

One guest was on hand, Ed Printz. Ed works at Duncan Aviation.

Some sad news, one of our members has passed away, John F. Zimmer III. Last year at one of our meetings, John gave a real nice slideshow of his cross-country trip to Alaska.

The B-17 work sheet is out. Please contact Andy Lahr about signing up.

The B-17 ride raffle tickets are out @ \$20 per ticket. Three tickets were sent out to each member to sell or buy.

President Don Shoemaker encouraged members to consider attending the airshow at Tarkio, MO on July 12.

Dean Hoy, Secretary



Members check out the progress of John F. Cox's Titan Tornado SS on the annual Builders Tour on June 2.

SATURDAY • JULY 12 • 2008
GOULD PETERSON MEMORIAL AIRPORT (K57)
TARKIO, MISSOURI

Minutes of the Executive Meeting

The June 18, 2008 meeting was attended by: Don Shoemaker, Erick Corbridge and Doug Volkmer.

Topics Covered:

B-17 discussion. President Shoemaker shared with the Executive Committee the items discussed at the final B-17 preparation meeting held at Silverhawk Aviation earlier in the day. We are all set for the tour. Dennis is doing a great job as chairman of this event.

The program for the July meeting will feature some or all of the B-17 crew.

The annual Chapter 569 picnic will again be held at the Denton Airport (NE40) on Saturday, August 9.



Fly-In Breakfast & Lunch
 6:30 a.m. until end of show
 \$5.00 per person
 Kids 5 and under free.
Agenda
 • New aircraft displays and aviation technologies. Chance to win Garmin 496 and Street Pilot.
 • Featured aviation speakers Tom Poberezny and Phil Boyer in the Wing Nuts Hangar
 • Congressman Sam Graves Aviation Town Hall Meeting
 • Discussions with government officials, Members of Congress aviation experts & pilots



Fly-Bys 10:00 am - Finished
 C-130 Hercules
 B-2 Bomber
 F-18 Hornet
 A-10 Warthog
 F-15 Eagle
 P-51 Warbirds
 KY - Special Ops Parachute
Static Aircraft
 AH-64 Apache
 UH-60 Blackhawk
 CH-47 Chinook • OV-1 • P-51
 DC-3 • T-6 • PT-26 • PT-19
 BT-13 • T-28 • Newports
 PT-22 - L5
 Super Stearman • PT-17
 and many, many more



Airport Information
 Airport FBO: 660-736-4322
 241st Air Traffic Control Squadron will be operating tower Saturday. Check NOTAMS for frequency assignments prior to Fly-In
Non-Radio Aircraft Welcome
 Please don't be discouraged if you have a vintage non-radio aircraft. Procedures will be in place to accommodate. Please call ahead to the 241st: 816-236-3682
 Brooks: 816-244-6927 or 816-262-8500 for non-radio procedures

Special thanks to 139th Airlift Wing - Missouri Air National Guard and 241st Air Traffic Control Squadron
 For info, call EAA Chapter 1405 members: 660-736-4322 • 816-244-6927 • 816-262-8500 • 241st: 816-236-3682

—Visit our website at www.wingnutsflyingcircus.com—

EAA 569 members spouses are invited

We would like to invite any wives of EAA members who would like to get better acquainted to join ladies at the regular EAA 569 meetings. We meet in the lunch room on first floor during Chapter meetings at Duncan Aviation. We normally don't meet if the meeting isn't at Duncan.

For more details please call Yvonne at 797-7200 or Charlotte 797-5825 or Joyce at 797-7333.

Classifieds

FOR SALE – BUSHBY MUSTING II KITPLANE
Folding wings, completely unassembled, 25 gallon fuel tank, can accommodate an engine up to 210 hp. \$7700 (new price!) Aviation tools pertinent to this kit are available and can be purchased separately. Contact Bev Streba at 493-2198.

Want to learn to fly? Time for a BFR? Or want to just polish up your skills? John C. Cox of rural DeWitt recently became a Certified Flight Instructor and would be glad to help you out. John can be reached at 239-3953.

Interested in becoming an EAA 569 member?
If you are interested in becoming an EAA 569 member or simply want to attend a meeting, please contact President Don Shoemaker at 402-797-7200 (home) or 402-475-4800 (work).

Events

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

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

B17 tour – June 27 – 29, Plattsmouth Airport
July 1 – 2, Lincoln Airport

Information at www.b17.org or www.eaa569.org.
Omaha contact – 402.271.1111
Lincoln contact – 402.219.0111

July 4 - Seward (SWT) Free airshow, 11am. Fly-in's welcome. Runway closes promptly at 11am and re-opens after the airshow (approx. 1pm).
More info: Terri 402-643-2125.

July 12 – David City (93Y) 9th Annual Nebraska Ultralight Gathering (ANUG). Saturday, food all day (free breakfast for PIC), candy drop, fun contests, fellowship. Free camping. More info: Dave Nissen 402-462-5249 or www.anug.org.

July 26 – August 3 AirVenture, Oshkosh, WI. More info: www.eaa.org.

Aug 2 Norfolk (OFK) – EAA 918 Fly-in breakfast, 7:30 – 12:00, PIC eats free. Going on at the same time is the Hot Summer Nites Car Show, also located at OFK. Pancakes, sausage and scrambled eggs. More in: Bruce 402-675-7765.

Southeastern Minnesota Flying Club (SEMFC) celebrating 50 years

The club was started in 1958 at the old airport, Lobb Field, in SE Rochester. During that year, fuel was \$0.24/gallon, tuition at Harvard was \$1,250/year, a cheeseburger/fries/drink at McDonalds' was \$0.45, Elvis Presley was inducted into the U.S. Army, the Alaska statehood act was signed into law, *The Bridge on the River Kwai* won the Academy award for best picture, *Gunsmoke* and the *Phil Silvers Show* won Emmy's for best dramatic and comedy series on television, Congress formally created NASA, Michael Jackson and Kevin Bacon were born, and music released included *La Bamba*, *The Stroll*, *Great Balls of Fire*, *The Chipmunk Song*, *Purple People Eater*, *At the Hop*, *Lollipop* and *Jingle Bell Rock*. Yes, we have come a long way!

To celebrate this occasion, we are having a fly-in breakfast on Saturday, July 26, from 8AM to noon. We are putting plans together for a number of events/activities and would love for you to come and celebrate with us! For those of you going to Oshkosh, we are working on some special incentives for you to make Rochester a waypoint in your itinerary. From Rochester, Oshkosh is only 170nm due east, a nice and easy flying leg.

For details, please see our website at <http://www.semfc.com>. As our plans firm up, we will be updating the site, to keep you posted.

B-17 Specifications

The Boeing B-17G "Flying Fortress"

DESIGNED BY:
Boeing Company, Seattle, Washington

BUILT UNDER LICENSE BY:
Vega Aircraft Company (now Lockheed)

MODEL:
B-17G Flying Fortress

ARMY AIR CORPS SERIAL NUMBER:
#44-85740

DELIVERY DATE:
May 18, 1945

REQUIRED CREW:
Ten—Pilot, Co-pilot, Navigator, Bombardier,
Flight Engineer (top turret gunner), Radio
Operator, 2 Waist Gunners, Tail Gunner and Ball
Turret Gunner

POWER:
The B-17G is powered by four 1,200-horsepower
Wright Cyclone Model R-1820-97 engines.
These engines are nine cylinder, radial, air-
cooled type with a 16:9 gear ratio. The propellers
are three-bladed Hamilton Standard propellers,
11 feet, 7 inches in diameter.

WEIGHTS:
Basic Empty Weight 34,000 lbs.
Gross Weight (Wartime) 65,500 lbs.

FUEL CAPACITY:
1,700 gallons

RANGE:
1,850 miles. Range could be extended when
equipped with "Tokyo Tanks" which provided a
total capacity of 3,630 gallons.

WING SPAN:
103 feet, 9 inches

LENGTH:
74 feet, 4 inches

HEIGHT:
19 feet, 1 inch

SERVICE CEILING:
35,600 feet

ARMAMENT:
Thirteen Browning M-2 .50 caliber machine guns.
Fire rate approximately 13 rounds per second.
No gun on a B-17 carried more than one
minute's supply of ammunition.

BOMB LOAD:
Depending on types of bombs, maximum normal
load could go to 8,000 lbs. If B-17 was fitted with
special external racks, maximum normal short-
range bomb load could go as high as 17,600 lbs.

NUMBER BUILT:
12,732. Production peaked at 16 airplanes a day
in April 1944. Today there are about a dozen B-
17's still flying.

SPEEDS:
Maximum 300 mph. at 30,000 ft.
Maximum continuous 263 mph. at 25,000 ft.
Cruising speed 170 mph.
Landing 74 mph.
Rate of Climb 37 minutes to 20,000 ft.

COLORS:
398th Bomb Group

John Cox
2279 County Road 2425
Dewitt, Nebraska 68541-2518