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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, June 7th

Time: 7:30pm

Program: Tony Bobbett, A & P

Tony will discuss preparing a plane for an annual.

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

President's Message Erick Corbridge



Summer is finally among us and along with that comes bad weather. With the potential of severe weather including all the thunderstorms and tornadoes that have surrounded the area, it is definitely time to start looking a little differently at the weather charts so you can avoid all the severe weather in your travels.

The B-17 is just around the corner. It is time to sign up to help if you have not already done so. I helped the last time and had so much fun with the aircraft. You are able to meet a lot of interesting people including the veterans that served in WWII and their families. They want to show their loved ones and share their story about what the aircraft has meant to them.

I want to thank all the men and women who have served our country. We have you all in our thoughts and our prayers. Thank you for your service.

Erick Corbridge

Amazing Stats

Thanks to Lyle Bender for sharing these stats from the AAF Statistical Digest).

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft. The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour.

With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly 'em." When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly '51s on the way to the target .

A future P-47 ace said, "I was sent to England to die." He was not alone. Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school.

In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2.

The B-17 is coming!

By Dennis Crispin

As you receive this newsletter it is just six weeks until we host the EAA's historic B-17 Flying Fortress.

Chapter 569 has helped display the grand old airplane several times in the past. We "old timers" in the club know that it will be a great experience for all concerned. For those that are new to our group, you are in for a wonderful treat in living history.

A flight mission aboard Aluminum Overcast will rank among the most memorable of your life experiences.

One of the best parts of helping display the airplane is listening to the stories of those who had firsthand wartime experience with military aircraft. One lady was rather insistent that we should have a P-38 to display – she had helped build P-38s. One old fellow explained at length the problems of keeping the air cleaners cleared of the sand in the North African desert.

My favorite was a guy who said that he went to England with the first unit of B-17s and stayed for the entire war. A propeller technician, he told of how you could balance up a prop with a bullet hole in it and get a couple more missions out of the prop!

Bill Schock, the publisher from Falls City, Nebraska will once again fly with the press flights. A

B-17 pilot, he was shot down over Austria on his 25th mission and spent the last year of the war in a German prisoner of war camp. Bill is a great story teller, and with the experience of losing three aircraft in combat, you won't want to miss out if you have a chance to hear him.

We are now at the ideal time to be promoting the event. Be sure that you have placed some posters at your place of employment and any other location that you think they might be noticed by the public. Keep a handful of "mini-flyers" in your pocket and give one to everyone you meet. Everyone is not interested in the B-17 – but everyone knows someone that is interested in it. We will have plenty of promotional material ready for you at the next meeting.

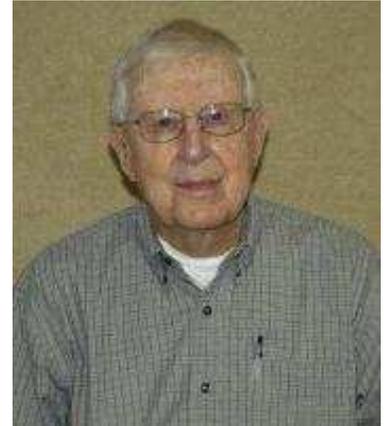


Don't miss out on the fun. If you haven't done so already, call Andy and get on the work schedule. If you can't commit to a specific time come on out when ever you can – the more the merrier.

There will be ten seats available on the airplane when it is ferried to Saint Cloud, Minnesota. We will discuss it at the meeting.

Dennis Crispin

"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 The Falls City Journal 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.

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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 hometown.

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

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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!



Bill Schock meeting the press when the B-17 was here in 2008.

Homebuilt Project Visit

By Doug Volkmer

Dave Eloge says he knew at the age of 13 some day he would build an airplane. Shortly after he earned his Private License in 1983, he was lacking the three key ingredients for a successful homebuilt project: time, space and money. He had to satisfy his airplane interest by hanging around with the lucky individuals who were more actively involved.

Now that Dave is in his 50s, he has those ingredients to tackle a homebuilt project.

It wasn't too difficult of a decision which plane Dave was going to build. He was always interested in the Zenith STOL CH 701. He has made several visits to the Zenith headquarters located in Mexico, MO.

First introduced in 1986, the STOL CH 701 aircraft was developed as an "off-airport" short take-off and landing kit aircraft to fulfill the demanding requirements of both sport pilots and first-time builders. Not many of the more than 500 STOL CH 701s flying today can be found at airports as most are operated from short grass fields. It is airborne in less than 90 feet on a hard surface at gross weight.

With the STOL CH 701, designer Chris Heintz combined the features and advantages of a "real" airplane with the short-field capabilities of an "ultralight" aircraft. The aircraft features fixed leading-edge slats for high lift, full-span flaperons (both ailerons and flaps) and an all-flying rudder.

Dave started his project in August, 2006 and estimates around

400 hours to build the all metal, blind riveted structure. He's been very pleased with the kit and the company has been great to work with.



Superb documentation. The instructions come on a CD. Dave elected to print off some pages.

The fixed leading-edge slats allow the aircraft to fly at a high angle of attack (lower speed) by accelerating the air between the slat and the wing (venturi effect). Dave found this the most challenging of the project to build so far. He learned what not to do and would reorder parts.



Dave is building his plane in a single car garage.

Instead of buying the Rotax 912S firewall forward package from Zenith, Dave elected to go with a Jabiru 3300. He figures he was able to save around \$4,000 by going this route. Jabiru ships the 3300 with the Bing carburetor, but Dave replaced it with an AeroInjector from Sonex. Dave

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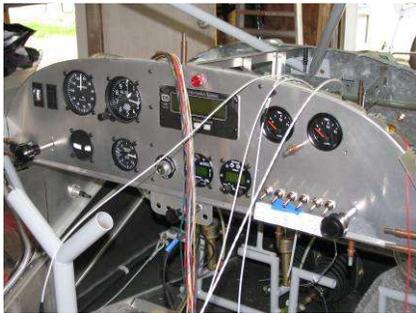
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feels this combination will give him 4.7 gph at 2850 rpm and as low as 3.6 gph when loafing along at 2400 rpm.



Dave is figuring a cruise speed of around 100 mph out of his Jabiru 3300.

Dave is planning on a cruise speed of around 100 mph but speed is not his top priority. Low and slow flying appeals to him. He met a lady at the Zenith Company who shared the same interest. She was flying from Florida to South Dakota, following the Lewis and Clark trail in her Zenith.



Steam gauges along with a Grand Rapids EIS.

When asked if he'll have it flying this year, Dave replied probably not. He said more likely next year. He currently is looking for a place to move his project.

Whether or not Dave will still have the three key ingredients at the completion of his project, we don't know. We do know he'll have a new homebuilt airplane.

Thanks to Dave for letting me come see his project.

Minutes of the Executive Meeting May 21, 2011

The meeting was called to order by President Erick Corbridge at 9:40AM.

Treasurers Report: The Treasurers report was not available.

B-17 tour: Kevin Rock has printed more posters to promote the event. Dennis will try to lineup an AT-6, Stearman and P-51 for static display. He'll also contact Norm Sell's car club to see if they would be interested in showing some cars.

Lincoln Airshow: It would be good for the Chapter if we could be involved with this. Buying into sponsorship is not in our budget. Maybe a Chapter member will let us congregate by their hangar? ☺

Local Grass Strip: Tom Johnson is making good progress on this project. Setting up a Chapter home at the strip should be seriously considered if the strip comes to fruition.

Meeting was adjourned at approximately 10:11 AM.

Doug Volkmer for
Doug Elting, Secretary

Minutes of the Club Meeting May 3rd, 2011

The meeting was called to order by President Erick Corbridge at 7:30 PM.

The members were asked to introduce themselves and give a status report on their projects. The following members gave a status report on the progress of their airplanes: Doug Volkmer, Roger Aspegren and Andy Lahr.

Following introductions, the program about the Omaha Soaring Club was given by Bob Moser. Mr. Moser indicated the club has 5 aircraft and 11 tow plane pilots. The Omaha Soaring Club is the Blair Airports largest customer. Members were invited to visit the clubs website at: www.omahasoaring.org

Treasurers Report: Roger Aspegren donated \$200.00 to the Chapters account following successful breakfast meetings at the Crete Airport.

Dennis Crispin discussed the visit from the B17. The visit has been scheduled for July 12th and 13th. Dennis presented the

volunteer roster to the membership and met with the airport authority and Silverhawk in anticipation of the visit. Advertising slips were made available for the membership to distribute.

Other business: The Scottsbluff chapter of the Girl Scouts of America would like to associate with EAA Chapters across the state. The CAP asked that we buy advertisement in their magazine. No interest was reported.

The meeting was adjourned at approximately 9:07 PM.

Doug Elting, Secretary

Classifieds FOR SALE 1998 Pulsar XP



Bought an RV-6. Selling my Pulsar XP.

912 Rotax TTE-AF 645, Icon com, Terra TXP, Garmin Pilot III GPS, Intercom. New GSC ground adjustable prop. Bought from builder in 2008. Light (550lbs), FAST (150 mph), economical (4-5 gph of 91 auto or 100LL) and FUN!!! \$29k obo

(402) 643-3464 - Seward, NE

1978 Piper Tomahawk



PA-38-112 2216 TTAF&E
Very Clean, new June, 2010 Annual
All AD's Current. \$19,500 obo

More Pictures at <http://tbarjne.com>

Email Tom at:
td_johnson@tbarjne.com

Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free will donation.
Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.
June 2 - 5, National Biplane Fly In, Junction City, KS, Contact: Jim Clark, Phone: 785.210.7500,
<http://www.nationalbiplane-flyin.com/>.
June 4, Annual State Fly In, Scottsbluff Airport (BFF).
June 5, Central City Fly-in breakfast, 0800-1200 (07K).
June 18, Beatrice Fly-in lunch, 1100-1300 (KBIE), Young Eagle Rides, 1000-1200.
June 24 - 25, Midwest Aerobatic Championships, Seward, NE (KSWT), Contact: Doug Roth, Phone: 402.432.7124
June 24 - 25, Aurora Fly-in, Aurora, NE (KAUH), Noon fly over, town festivities, Contact: Jerry Brown, Phone: 402.694.3633
July 12 - 13, B-17 tour, Lincoln, NE, <http://www.eaa569.org/>, <http://www.b17.org/>. For local info, phone: 402.274.7070
July 25 - 31, AirVenture, Oshkosh, WI, <http://www.airventure.org/>.
September 10-11, Guardians of Freedom Airshow, Lincoln, NE, <http://www.lincolnairshow.com/>.



How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We now have an online registration system which helps make the registration process easier and faster. If you would prefer not to register online, we also have a form you can print off, fill out, and mail in. For more information about these options and how to become a member, go to www.eaa569.org.

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