



Chapter 569

NEWSLETTER

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MEETING - June 6, 1995

LOCATION: Cobbler Inn, Shoemaker's Truckstop, West O St

TIME: 7:30 P.M.

PROGRAM: We will have a short business meeting and then drive over to Ray Supalla's hangar. Ray will show us his Glasair project. Sounds like another interesting meeting. See you there!

REFRESHMENTS: Clay Champoux

PRESIDENT'S MESSAGE

Our officers have been very busy getting ready for the Gateway Mall display this weekend. Things are coming together pretty good.

Our mall display will have two full-size airplanes, Al Spalding's Sonerii and my Kitfox. Also, Jim Fix will show his grandson's pedal plane, assuming his grandson will part with it for a couple days. We will have hand-outs, videos and pictures. Thanks in advance to all who volunteered to help man the display. Hopefully we will pick up a few members. Check the schedule in the Newsletter for your time and let me know if you need a change.

Last month's meeting was very interesting. Aviation comes in all sizes and shapes. It seems that flying the R.C. Models is about as demanding as learning to fly the big ones. Building the large scale models is very close to our projects. Later this summer we would like to invite the Lincoln SkyKnights back for some demonstration flights.

I was very pleased to present Don Shoemaker the award for General Aviation Education Enthusiast of the Year at the annual Art Contest Award Ceremony held on the 13th of May at Duncan Aviation's hangar. Congratulations Don, it is well deserved.

Happy Flying -- See you on the 6th.

Roger

EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3060 • PHONE 414/426-4800 • FAX 414/426-4828

May 2, 1995 Meeting Minutes

President Roger Aspegren opened the meeting at 7:40 p.m. Our guest from the Lincoln Skyknights introduced themselves. Mark Lucey gave a Treasurer's Report. Terry Carlson gave a newsletter report. Vice President Rick Cooper gave a report on the Florida Sun N Fun Fly In. He also talked about our upcoming Young Eagles Day, June 3rd. We need pilots to help out. Rain date is set for June 17th.

Steve Lukehart was introduced as our Government connection and our Chapter voice. Doug Hill gave a report on the Explorer Post. He says the youth don't seem to want to get involved. Also, the Scout Council sent four youth from Malcolm, but they are too young to join.

Project Reports. Ray Supalla: His Glasair is getting close.

York Chapter Fly-In at 1:00 p.m. Saturday, May 6th. Now one was there.

Gateway Mall.

We need people to help out on May 26, 27 and 28th at the Mall.

Book Sale orders are due tonight. If we want a Chapter campsite at Oshkosh, we need to let them know. A Refreshment Committee was found. They are Clay Champoux, Norm Sell and Ray Supalla. The Friends of the Museum have designated June 25th as an Aviation Day at Morrill Hall, from 10:00 a.m. to 3:00 p.m. They would like our help in any way we can. We need a committee to head this up.

--Mark Lucey, Sec/Tres.

WANTED

Chapter Forum Tent Hosts for EAA Convention. Volunteer for 1 hour or 1 day! Call 1-800-236-4800, extension 4811 now.

COMING PLANE STUFF

May 27, 28 - Chapter 569 Mall Display, Gateway Mall

JUNE 3 - Chapter 569 Young Eagles Day, Shoemaker International Airport

June 4 - Fly-In Breakfast, 8am to 12 noon. Fly-ins Free. Fremont Municipal Airport

June 12, 13, 15 Capitol Aviation, Lincoln Municipal Airport. The Lockheed Constellation will be on display 11am to 7pm. Come and see Connie! Call Mark at Capitol for more information.

June 17 - Air Show '95, all day. Harlan Municipal Airport, Harlan, Iowa.

June 18 - 50th Annual Flight Breakfast, 7-11am. Fly-ins Free. Harlan, Iowa

A Note From Phyllis

May 10, 1995

Dear Members of Chapter 569,

Thank you very much for all you did to help me in my campaign for Airport Authority. I appreciate you putting up yard signs and passing out brochures. I am grateful for your endorsement and newspaper advertisements. I couldn't have won the election without your support. I am very supportive of general aviation and I hope you will contact me if you have any concerns at the Airport.

Sincerely,
Phyllis

What REALLY Happened to Glenn Miller??

On the December 15th anniversary of the disappearance of band leader Glenn Miller (Major Glenn Miller, USAAF) on a flight from England to France in 1944, an eyewitness account by a former RAF bomber pilot reported in the British press may have put an end to the mystery.

In poor weather, Miller departed England in a UC-64 Norseman, a rugged, single-engine, utility transport resembling the DeHavilland Beaver, but never arrived in France where he was to arrange a Paris performance for the band. No wreckage was ever found on land or sea. All manner of rumors have abounded, but not real evidence. Now it seems a more mundane but tragic truth may at last have emerged.

On that same 1944 day, Victor Gregory was piloting a Lancaster bomber that was forced to abort a mission to Germany because of the weather. Before returning to base, he was ordered to fly to an area of the English Channel reserved for jettisoning bombs, and there to dump his load of one 4,000 lb. "Blockbuster" and a dozen 500 lb. incendiaries. Gregory says that as his bombardier released the Lanc's load, the navigator drew his attention to a Norseman that was passing directly below the bomber, at the height of about 1,500' above the surface of the sea. The Lancaster's rear gunner then reported over the intercom that the blast from one of the bombs had caught the smaller airplane. "It just flipped over and crashed into the sea," says Gregory. "It was the only Norseman in the

area. The times (of the bomb-jettisoning and of Miller's cross-channel transit) are exact. That was Glenn Miller crashing."

-- PIREPS

AVIATION EXPLORING

Aviation Exploring Produces Future Fliers! An article in the June 1994 Private Pilot magazine pointed out the important role Aviation Exploring plays as a source for future pilots.

The Article, titled "The Next Generation," noted that the average age of pilots is increasing steadily, at a time when the number of student pilots is declining. Aviation Exploring can help reverse this trend, by generating more-- and younger --pilots.

And the program is accomplishing that goal, says Bill Evans, who oversees Aviation Exploring at the BSA national office. The number of aviation Explorer posts has been steadily increasing. The latest count totaled some 360, serving 5,376 youth members. Young people in an aviation Explorer post can learn about aviation careers in and out of the cockpit. The program is coordinated by a 32-member National Aviation Exploring Committee, which is chaired by Hal Shevers Jr.

-- Doug Hill

MEMBERSHIP ROSTERS

Our 1995 membership roster is finished and will be available at the June meeting. Yours will have your mailing label on it, so PLEASE pick it up & save \$

Jeff Asked Me to Ask You

Jeff Clausen would like to know if there is any interest in getting together some Sunday morning and fly to Beatrice for a late breakfast. Several members did this once and had a lot of fun and interesting time. Jeff would like to do it again sometime soon, if others are ready, willing and able. Please call Jeff or one of the officers if you are interested, or bring it up at the next meeting.

OSHKOSH '95

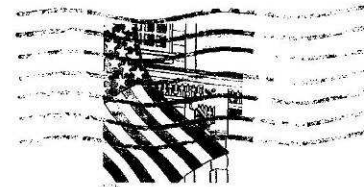
Barry & Jan Daniels are going to Oshkosh early again. If you are interested in preregistering, it will be a total of 18 days of camping. To receive a form, send a self

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addressed stamped envelope to Daniels at 14873 Eldorado Dr., Omaha, NE 68154-1146-09, or get a form from your EAA Chapter President. The forms will be available at the Chapter 569 June 6 meeting. **THE FORM MUST BE TO DANIELS BY FRIDAY, JULY 14. NO LATER. YOU MUST FILL OUT THE FORM TO BE WITH US.**

CHAPTER 569 LIBRARY

One of our new members, Mark Turner, has been working on cataloging several items for our Chapter Library. We will soon have a good start on our own information hiway, so when you see Mark, thank him for all the hard work. Things that keep a Chapter going don't happen by themselves. It takes commitment from every member to have a successful, informative and interesting Chapter.



Jerold Carlson
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