

May, 2011

Volume 36, Issue 5

[www.eaa569.org](http://www.eaa569.org)

# EAA Chapter 569 Newsletter

Lincoln, NE



## EAA 569 Contact Information

### President & Tech Counselor

Erick Corbridge  
402-499-1039

[Corbe99@Yahoo.com](mailto:Corbe99@Yahoo.com)

5641 Harding Dr.  
Lincoln, NE 68521

### Vice President

Cristi Higgins  
H: 402-798-0230

[higginschristi@msn.com](mailto:higginschristi@msn.com)

P.O. Box 68  
Cortland, NE 68331

### Secretary

Doug Elting  
H: 402-423-3916

W: 877-445-6311

[nelting@neb.rr.com](mailto:nelting@neb.rr.com)

5701 So Coddington Ave  
Lincoln, NE 68523

### Treasurer & Tech Counselor

Tom Henry  
H: 402-791-2116

W: 402-479-1540

[tom.henry@duncanaviation.com](mailto:tom.henry@duncanaviation.com)

[TomHenry3@aol.com](mailto:TomHenry3@aol.com)

1360 S 96th Rd.  
Firth, NE 68358

### Newsletter and Web Editor

Doug Volkmer  
H: 402-483-1108

[rv7doug@gmail.com](mailto:rv7doug@gmail.com)

3720 Stockwell Circle  
Lincoln, NE 68506

## Interested in flying a new Light Sport Aircraft - but afraid of the cost????

*By Wayne Woldt*

If you are interested in flying one of the new generation light sport aircraft, with all the modern bells and whistles, but have been cautious of the price, perhaps co-ownership is an option. I have found the following Gobosh 700S Light Sport airplane for sale on Barnstormers (see ad below and visit Barnstormers to see the pictures). It is now available for \$72,000. I am interested, and estimate that three other co-owners could be flying this jewel in Nebraska for about \$20,000 each (it is offered with free delivery and this "buy-in" price would include sales tax, insurance, and miscellaneous expenses to get flying).

This airplane was \$137,000 when new. So, if you have been sitting on land, looking toward the sky, and you have a driver license (no medical required) and about \$20,000 ready to be put to good use, contact Wayne Woldt at 402-783-3755 to explore this idea further.



**2007 GOBOSH 700 • \$72,000 • AVAILABLE FOR SALE •** Like new Gobosh 700. This plane is in excellent condition. 1130 TBO. Located in San Diego, CA. Call for more details. • Contact Tom Ellery - SAN DIEGO SPORT FLYERS, Owner - located El Cajon, CA USA • Telephone: 619-520-9373, 619-258-2190.

## Meeting Announcement

Date: Tuesday, May 3<sup>rd</sup>

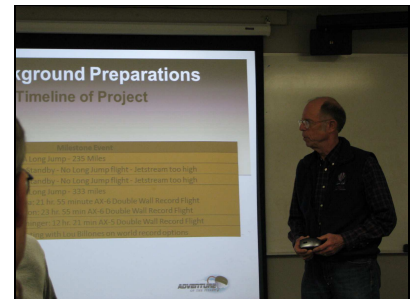
Time: 7:30pm

Program: Soaring

Bob Moser, an adjunct instructor in the professional flight program at UNO will talk about the art of flying a glider.

Place: Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE

## April Program



Rich Jaworski talks about his world records in the sport of ballooning at the April meeting. Rich stated his autopilot keeps him within 2 feet of his assigned altitude.



The Bel Canto Choir entertained the crowd at the Chapter 569 April breakfast. They did a wonderful job. Kelsey Sell, a member of the choir is pictured above with her grandparents, Norm and Joyce Sell.

**B-17 preparation***By Dennis Crispin*

In the press releases for the Doolittle Raiders Reunion it was noted that this reunion – the 69th – might be the last as the deteriorating health of the last five raiders, now all in their 90s, might not permit another.

Then last week I was informed that my neighbor, Luella Fankhauser had been moved into hospice care.

You remember Luella; she is the lady that entertained us at the picnic a few years ago with her stories of building airplanes during World War II. Luella found it necessary to move to a nursing home a couple years ago. With the decline of her physical and mental abilities, the wonderful memories of the days in the bomber plant were lost forever.

I feel most privileged that I was able to hear the great stories while she was able to recall them.

So I got to thinking that, while we are preparing for the B-17, it might be appropriate to recycle some of the stories about the greatest generation that we have used in the past.

Following is the article about Luella Fankhauser that we ran in the August 2005 Chapter 569 Newsletter.

**Luella told us about how  
airplanes were built in the old  
days**

*By Dennis Crispin*

Our guest speaker at the July Picnic meeting was Luella Fankhauser, who built airplanes at the Omaha Martin Bomber plant

during World War II.

Her story began when a 19 year old Nebraska farm girl enrolled in the riveting short course that had been setup at Omaha University. Her instructor noticed her skill with her hands and recommended that she take up welding instead. Not long after beginning the welding course she was sent to the plant to work.

Her specialty was welding aluminum and she got very good at it, gaining a reputation as the lady who could handle the most difficult jobs.

Her multiple welding qualifications took her up the pay scale until she was the highest paid woman hourly worker in the plant, making only a few cents less than the top wage for the most skilled employees.

Although there were, at times, other women welders, for most of the 2 ½ years she was the only woman in the department of nearly 100 welders, helpers and inspectors.

After some time she qualified to weld steel and welded one pair of motor mounts before going back to aluminum.

While speaking she passed around the cluster weld that had been her final qualification test on steel. Our own experts pronounced it very, very good.

They didn't know what they were building at the time and no one knew exactly what parts went on what plane, but there is a very high probability that parts went over Luella's bench that were used on Enola Gay and Bock's Car, the two aircraft that dropped the atomic bombs on Japan.

Luella's memories include the day President Roosevelt waved to

her while touring the plant and the bad day that an out of control plane crashed through the assembly area roof one floor above the shop where she was working.

She related how she had several family members in the service at combat areas around the world. One cousin was lost in the Pacific.

Her boyfriend was rejected as 4-F by all the services so he continued to farm. She continued to work after they were married in the last year of the war. They frugally saved their money and by the time it was over they had enough for a down payment on a farm of their own.

Throughout her talk you got a strong sense of the unspoken pride and patriotism of a young woman who eagerly did her part to help win the war.

All through our history Americans have stepped forward in time of crisis but none have done it as well as the generation who fought and supported the fighting of World War II. Soon this gallant group will be gone and the events of that struggle will no longer be within living memory. We thank Luella Fankhauser for sharing her bit of history with us.

There were a few questions for which Luella didn't have the answers. We have found the following information at The Nebraska State Historical Society and other sources.

The Martin Bomber Plant at Omaha began production on January 1, 1942 with the first flyaway deliveries in August of that year. Initial production was the Martin B26C. A nearby modification center open in March, 1942 to update the Baltimore build B26Bs.

*(continued on page 3)*

*(continued from page 2)*

The plant was later retooled to produce the B29 aircraft. Included in the B29 run were the dozen planes especially equipped to carry the nuclear weapons.

The plant was honored by a visit from President Roosevelt to note 33 months of on schedule deliveries, a feat accomplished by no other defense plant.

The Omaha plant was the only heavy aircraft factory that produced delivery ready planes.

By the time the plant closed in 1945, the work force had grown to 11,019 workers in the main plant and 2,198 in the modification center. Included in these numbers were 5,306 women.

Production totaled more than 1,500 B26C Marauder medium bombers and over 500 B29 Superfortress. No records were ready available on the production auxiliary parts and aircraft modifications that were done at the plant.

### **Minutes of the Club Meeting April 5, 2011**

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

The members were asked to introduce themselves and give a status report on their projects.

Following introductions, the program about hot air ballooning was given by Rich Jaworski. Mr. Jaworski showed and demonstrated some of his gear and burners and described some of his record breaking flights. The majority of his flights are at approximately 100 feet AGL at below zero temperatures.

Treasurers Report: Chapter Treasurer, Tom Henry, reviewed

the Chapters finances. Tom projected the current financial report for the membership to observe.

Dennis Crispin discussed the visit from the B17. The visit has been scheduled for July 12th and 13th. Dennis will present the volunteer roster to the membership.

Tom Henry gave a membership report with 57 memberships at the present time. John Cox reports that he sends newsletters to National EAA membership in the area at least once a year.

The meeting was adjourned at approximately 9:15 PM.

### **Accident Report**

Accident occurred Sunday, September 12, 2010 in Farmington, NM

Aircraft: PIPER PA46, registration: N24WW

Injuries: 1 Uninjured.

The pilot was landing at mid-day in bright sunny conditions after completing a practice instrument landing system (ILS) approach. The pilot reported that he extended the landing gear and flaps when he was about three miles from the airport. The airplane crossed the threshold of the runway and was just about to touchdown when he noticed that the landing gear green indicator lights appeared not to be illuminated. The pilot went to full throttle, and immediately raised the landing gear and flaps. During the go-around attempt the airplane settled and the propeller struck the runway. The pilot held full power and a nose high attitude as the airspeed decreased. The airplane struck obstructions on the side of the runway and came to rest upright approximately 3,000 feet down the 6,704 foot long runway. There was

substantial damage to the left wing. The solo pilot was not injured. An inspection of the aircraft systems by a Federal Aviation Administration inspector revealed that the cockpit lighting dimmer switch was set to the "Night Dim" position.

### **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!!!

\$29,000 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](mailto:td_johnson@tbarjne.com)

## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800-1000. Free will donation.

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

**May 21**, Learn to Fly Day, Beatrice Airport (KBIE), Contact: John Cox, Phone: 402.239.3953, <http://johncoxcfi.com>

**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 24 - 25**, Midwest Aerobatic Championships, Seward, NE (KSWT), Contact: Doug Roth, Phone: 402.432.7124

**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](http://www.eaa569.org).

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

