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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 7th

Time: 7:30pm

Program: Nebraska State Patrol

We will be given a tour of the aircraft and equipment used by the NSP.

Place: We will begin at Silverhawk Aviation (1751 W Kearney Ave) at 7:15pm.

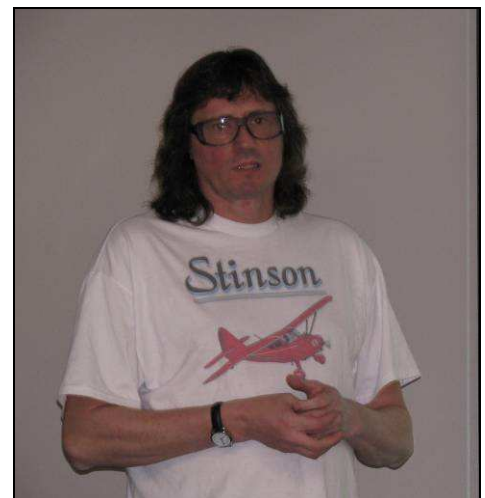
President's Message Cristi Higgins



Barnstorming helicopter was in Beatrice last week! I had to take a ride of course and my son James joined me. The Barnstormers had a full weekend of ride after ride charging \$75 for 2 people and \$90 for 3. They even had people chasing them over to the airport before we could put the big toy away! Got me thinking how could that go over so well with hardly any advertising and not even much planning. They just show up and start flying. So a brief on my discovery is after the Great War ended there were a lot of pilots that went back to their civilian life leaving the magic of flight behind. As we all know once you've experienced flight you're stuck! So in missing the sport and getting paid to fly they started to use airplanes to entertain folks and called it

barnstorming. The name barnstorming came from slow airplanes able to land right by your barn you could buy a ride in or any other vast array of meanings including ownership to the word you're able to find on line. None the less this was a good money making deal then and even today in the modern world. In fact those starving pilots even managed through the depression era. Pilots would starve themselves first trying to make a life in aviation. Makes sense to me! My whole point to sharing this is that the magic is still alive and so are we that get to experience flight! I am still working on our sea plane adventure. Just need the barnstorming sea plane pilot!

Happy Landings!



Gary Redden, from an aviation minded family, shared with us at the April meeting numerous pictures and stories about his Uncle Howard and the planes his father Philip recovered and restored.

Book Review –

Thrills, Chills and a Spill

by *Dennis Crispin*

I believe that most Chapter 569 members remember Bill Schock, the WW2 vet that rode the press flight when we hosted the B-17 in 2008. Bill was the subject of several newspaper and TV interviews at that time.

Bill kept a detailed diary of his war time adventures and later it became the basis of a personal memoir. The book was originally intended only for his family and friends, but in recent years has been republished and is now available to the public

Bill Schock joined the Army in the spring of 1941. After the Pearl Harbor attack, he found himself guarding a remote section of California beach against Japanese attack.

Transferring to the Army Air Force, he was accepted for flight training and received his commission and wings in the spring of 1943. By summer he was a copilot on B-17s over Europe and participated in some of the largest and most dangerous bombing raids of the war.

After more than 20 missions, he was promoted to pilot and given his own plane and crew. On Bill's 25th mission, over Austria, he was shot down by ground fire. Surviving the bail out, he spent thirteen months –

till the end of the war – in the German prisoner of war camps.

I won't go into a lot of detail here – this is one of those stories that you have to read in full to get all of the impact and meaning.

There are a number of wonderful little stories that only could be told by someone who was actually there:

He facilitated his transfer to the Air Force by giving the Sergeant Major a \$5.00 bribe!

While on the final instrument check before leaving for Europe, he managed to spend a half hour buzzing his home town of Falls City. Flying the B-17 at tree top level, he made several passes down the main drag and reported that it was great fun!

He lost three planes during his tour. On his second mission the B-17 came back so full of holes that it had to be scrapped. Later they had a power problem on take off and dumped the second plane into a farmer's field. The farmer was quite upset at the loss of his crops. Then, on the 25th mission, the third plane exploded only seconds after the crew had bailed out.

Before a mission, he would forgo the Chaplin's services and instead said his own private prayers in the latrine, thus accomplishing two things with the limited time. It was said that there were no atheists in foxholes. Bill notes that there were no atheists on combat bomber

crews either.

The monthly Red Cross parcels were the main source of food in the prison camp – although the German guards usually stole the cigarettes and candy bars before passing out the parcels. The prisoners became quite inventive at making candies, soups and even breads and cakes from the leftovers from the food parcels.

It was demanded that newly captured prisoners sing the latest popular songs that the older inmates didn't yet know.

Max Schmiling, the German heavyweight that was famous for his fights with Joe Lewis, came to the prison camp for a "good will" boxing demonstration.

When the Russian army liberated the prison camp, they brought in the equivalent to a USO troop to entertain the prisoners.

The newly released prisoners were flown back to France in B-17s that were pressed into service as temporary transports.

Bill was there to witness the rather humorous event of General Eisenhower dressing down an Army messman for not serving a just released prisoner enough potatoes.

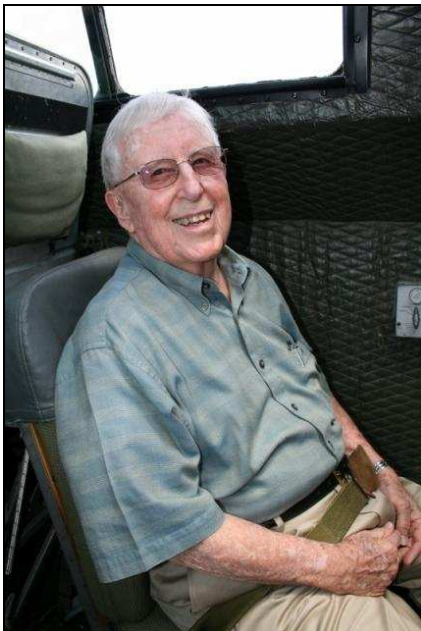
Thrills, Chills and a Spill is a small book, but powerful in its impact on the reader. Although he wrote the book in his middle years, Bill Schock tells the story in the words and emotions of a young

(continued on page 3)

(continued from page 2)

man caught up in the terrible events of history's most tragic war.

For some time I have been bugging my local librarian to find a copy and it is now available in the Humboldt library and other libraries in this area. If you can't find a copy in your sources, contact me and I will give you the information on where you can order it.



Bill inside the B-17 in June, 2008

Go to the chapter web site, www.eaa569.org and bring up the newsletter archive. The July, 2008 and June, 2011 issues have articles by Bill Schock. The September, 2008 issue has an excellent story by Jason Schock, Bill's grandson

I feel that one of the great privileges that life has afforded me is that I once had the opportunity to sit and discuss airplanes for an hour with Bill Schock.

Dennis Crispin

TX PP Glider Add-On Rating



By Walt Lueke EAA 811736 and EAA 569 member living in Houston, TX but with landing privileges in Lincoln, NE

March 15, 2013 at the Greater Houston Soaring Association (<http://www.houstonsoaring.org/>) Gliderport near Wallis, TX (Houston area sectional). On the left is GHSA member Walter J. Lueke who has just earned his Private Pilot Glider rating being congratulated by Designated Pilot Examiner Gregg K. Squires. Walt flew GHSA's Super Blanik L-23 during his glider Practical test with

Gregg. Walt soloed Blanik L-13's with the GHSA club in 1988, but then left gliding until his return in 2012. Walt also holds a Private Pilot Airplane Single Engine Land rating. Walt's flying ambitions include soloing the GHSA's single seat Schweizer 1-26 and Grob Cirrus gliders, and earning a tail-dragger endorsement to his power license flying a Citabria. Walt invites EAA 569 members to contact him via email (wltdefault@yahoo.com) if they are visiting the Houston area and wish to check out glider flying at the GHSA Gliderport.

General Aviation Appreciation Month Proclamation

Ronnie Mitchell, Director of Department of Aeronautics is inviting EAA members to join him at the State Capitol on May 15th. He is planning to have a General Aviation Appreciation Month Proclamation introduced by Governor Heineman.

This will take place in the Warner Chamber at 10:30am.

Members of the EAA are welcome to attend the presentation and stand with Ronnie and the Governor as the Governor acknowledges the proclamation.

Thank you for the Sectionals

By Dennis Crispin

Here is a big thank you for all the EAA members that contributed their outdated sectional maps for the Boy Scout Aviation Merit Badge Experience at Strategic Air and Space Museum.

The Museum has several overnight programs for scouting groups. The kids spend an evening of fun activities then get to sleep under the SR-71 or in the C-119. One overnight experience is built around the requirements for the Boy Scout Aviation Merit Badge.

This year we reorganized the event to include a section on VFR navigation. The scouts had a great time learning how to read the maps.

Thank you again for your contribution of the sectionals.

“First Solo” Project is complete



Mark Kuzara's bronze sculpture, “First Solo” is complete. It has been on display in the lobby of Olsson Associates (1111 Lincoln Mall). The attention to detail is pretty amazing. It is scheduled to be installed at the Lincoln Children’s Museum sometime in May.

Young Eagles News



The 8th grade class (26 kids) from St John’s school in Lincoln were given Young Eagle rides on April 26th. Thanks to Tom Trumble and John Cox for donating their time and plane and sharing the spirit of aviation. Tom has given over 700 Young Eagle rides. John has given over 200. Also, thanks to Cristi Higgins for serving as Young Eagles coordinator.

**Minutes of the Club Meeting
April 2nd, 2013**

The meeting was called to order promptly at 7:30 PM CST by Vice President Keith Gomon. The program was presented by Gary Redden. Mr. Redden's presentation started with an image of a partially restored Stinson 108. From there Gary took us on a fascinating journey starting in the early 1900s to the present. Gary's great uncle, Howard Sorenson was an aviation mechanic training to accompany the American pilots sent to France in WWI. After being denied the opportunity to serve his country in WWI, young Howard purchased an Army surplus Curtis Jenny in 1920. Gary's great uncle barnstormed across the US and finally ended up in Alaska.

Gary's story took us through his father's life who after not being able to pass the physical requirement to enter the armed services during WWII, went to the Boeing factory in Seattle to build bombers. There he met a young lady working on the line who would eventually become Gary's mother.

Gary's father, Phil Redden, was instrumental in the recovery of many important aircraft in the Alaska frontier culminating in the rescue of the Boeing 80A from the city dump in Anchorage in 1960. Gary grew up in the aircraft museum founded by his father located at the airport in Anchorage, Great period photographs accompanied the presentation.

The May meeting will include a tour of the State of Nebraska hangar. Members are asked to meet at Silverhawk Aviation at 7:15 PM.

Flights will be flown at Crete, Nebraska on April 26th with the ROTC and May 27th with the Boy Scouts. June 15th will feature the Young Eagles at Beatrice.

Mark Werth presented the Treasurers report. The tax card has been sent in to the IRS. We should all sleep a little easier tonight.

Dennis Crispin spoke briefly about the bio for Rollie Woodruff.

The meeting was adjourned by the Vice President at 9:20 PM.

Respectfully Submitted
By Doug Elting, Secretary

Classifieds

FOR SALE

1944 STINSON L-5B

This is a really nice, well maintained 1944 STINSON L-5B. TTAF 2,467; TTE 1,364; SMOH 818; 412 hours since new 3 ring pistons/chromed cylinders. Zero time since December 2012 annual. Aircraft has always been hangered. Cleveland brakes. Narco Comm 120, Terra Tx 720, Narco AT50A w/AT3000; AM/FM Radio. Price includes a spare O-435 Engine, cowling set, miscellaneous parts, complete manuals. This plane has been owned and flown by a professional pilot for over 25 years. The owner passed away December 2012 so the aircraft is for sale to settle the estate. Clear title from owner's spouse. This aircraft has been flown regularly at EAA Airventure, Offutt AFB and many other Warbird shows for many years. Aircraft was featured on the back cover of the December 2001 EAA Warbirds magazine. \$49,950 For more information and additional pictures, call Dale at 712-366-6631.



FOR SALE

1996 Van's RV-6 (reduced)

RV-6 with 185 HP Titan engine (210 smoh by Nevada Engines), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought December, 2011 and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 48K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643. 3464

Interested in a Ercoupe 415-C partnership?

Light Sport Partnership Opportunity! Are you looking for inexpensive flying time in a Light Sport qualified aircraft? If you are interested in exploring opportunities with an Ercoupe 415-C (rudder pedals) located at Wahoo (KAHQ), contact Wayne Woldt at 402-450-6170 or wwoldt1@hotmail.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 14 - 15, Holdrege Swedish Fly-in, Holdrege, NE (KHDE). Airport will be open to camping and transportation will be provided to all city events. More info: Dan Powers: 308.991.3641

June 30, Pender Veterans Fly-in, Pender, NE (0C4). Annual Fly-in breakfast for over 35 years. 0800-1200. More info: Paul Peters: 402.380.9882

July 29 - Aug. 4, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



Young Eagles Events

May 18th – 0900 (Crete)

June 15th – 0900 -1300 (Beatrice)

July 17th and 24th 1800 – Math Girls
(Lincoln - Silverhawk Aviation)

John Cox
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