

May, 2025

Volume 50, Issue 5

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EAA Chapter 569 Newsletter

Lincoln, NE



Meeting Announcement

Date: Tuesday, May 6th **Time:** 7:00pm

Program: Phil Beanland

Phil, who currently flies for Silverhawk Aviation, will share with us his experience being a pilot for the Royal Australian Air Force.

Place: Lincoln Municipal Airport Terminal
2nd Floor Meeting Room
2400 W. Adams Street, Lincoln NE

← Note new location

You may park in any of the lots or the garage. Take your parking ticket to the courtesy desk on the first floor to be stamped for free parking.

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**Greetings
from
President
Tom
Trumble**

Spring is finally here, and we have had some great activities.

Our last meeting on April 1st (no foolin) was at Duncan Aviation. Tours of Duncan Aviation were conducted by Andy Bajc, Erick Corbridge, and Tom Henry.

Dave & Sean Fritz are restoring a 1961 Cessna 172 B model. Dave has been working on this ground up restoration for several years. The aircraft has been stripped bare, wings rebuilt, repairs made, and components painted.

On March 29th, a huge step forward was made as the wings were installed. On hand to help (or hinder) were Sean Fritz, Dave Fritz, Andy Bajc, Doug Roth, Jim Pfeifle, and Tom Trumble.

On April 11th, Cristi and Paige Higgins held a Young Eagles event at the Seward Airport for the Lincoln St. John's 8th grade. They even ordered a perfect day with low winds and clear skies. Pilots were: Jerry Ebke, Derek Whisler, Jerry Mulliken, Don Osborne, Jerry Clinch and Tom Trumble.

On April 19th we had a builders' tour at the Lincoln Airport. Thanks to members Jerry Clinch, Doug Volkmer, Jon Sullivan, Lyle Bender, Mark Basel, and Bruce Holtmeier.



It's a wing party!



Young Eagles Rally at Seward, NE, with 34 kids (and a few adults) given rides.



Doug Volkmer's RV-7. First flight 04/18/2021.

Click any picture to enlarge



Jon Sullivan's RV-4. First flight 09/19/2022.



Bruce Holtmeier discussing his RV-10 project. His fuselage is in his garage but will soon move to the hangar.



Mark Basel's RV-8 wings. Mark wins the tidiest hangar award. 🏆



Lyle Bender's RV-10. First flight 09/17/2009.

We received notification from EAA national that our Chapter received [Silver Level Status](#) for 2024. This would be the result of the great work of President Tiffany Thompson and the 2024 year-end report.

Our breakfast location search has been unsuccessful to date. The equipment is currently stored on Larry Geiger's trailer in his hangar in Crete. My opinion, in fairness to Larry, the time has come to find a permanent storage situation or find a new home for the equipment. Please be willing to offer positive suggestions.

A BasicMed Tale

By Tom Winter

I have an eye exam every year, and I schedule it before my BasicMed physical is due: My eye doctor is happy to fill out the FAA Eye Exam Report. Then I take the official FAA Eye Exam form to my GP, who is not set up to do an eye exam. So far, so good. My GP in 2017 took the FAA BasicMed very seriously. I seem to recall having to strip, and don a hospital gown, and that she actually looked at my butt. (Does anyone know why “anus” is on the FAA checklist?) Then in 2021, she had me go through the pages of a colorblind booklet. “Why,” I asked. “The eye exam is done.” “It’s my signature on the form,” she replied. Then in 2021, no need for the hospital gown, and we agreed with a laugh that we could omit the anus.

This year I printed out the needful forms, filled them out, and called for an appointment. After a longish pause “Dr. _____ is no longer authorized to do this.” I reminded the receptionist that Dr. _____ has done it twice before, in 2017 and again in 2021. She called back. She has “reached out” to Dr. _____ and “the doctor doesn’t feel comfortable” doing it. Let me add here that I’ve not been “feeling comfortable” with this M.D, who repeatedly catches me between blood donations and wants to find the medical reason for my “anemia,” while ignoring the obvious, that I just gave blood.

Melissa at AOPA advised that the nearest M.D. known to do BasicMed is 95 miles away in Topeka. “An excuse to fly to Topeka,” I replied. And there’s another in Albion, Nebraska.

I was very down, and cried on Glen Witte’s shoulder. As I said to Glen, “I need a bowl of ice cream. Or a beer.” Glen came through with three leads. Getting an appointment with a doctor you’ve not seen before turns out to be a deal. It was either “Not accepting new patients,” or “fill out the on-line application to be accepted as a new patient,” — and it might take two weeks for us to get to it.

More web-browsing took me to AOPA’s Physicians Guide to BasicMed, where the BasicMed exam is equated with the exam for a scuba diver or the exam for a CDL. This would become part of my sales pitch.

Light bulb: Urgent Care shops. Aware that FAA can be off-putting and seem like a big hairy deal, I introduced myself as an amateur pilot, and that the exam I needed was like for a scuba diver or a truck driver. “We’re not very busy right now, come on in.” Oho! Drove there on the spot. No good. They just have PAs, and BasicMed has to be done by an M.D. Drove home. At home, I began canvassing the Urgent Care shops, asking if they have an MD on staff. Found one. I gave Becky the receptionist my Amateur Pilot spiel. She would contact the doctor and get back to me. Hours passed. I phoned again and added that the “Physicians Guide to BasicMed” would answer any questions. She called later: The doctor will see you at 1 p.m. Sunday!

Jay Meier, M.D, used to be an emergency room specialist, and the Urgent Care shop he co-founded blazons “ER skills without the ER bills.” He turns out to be a very personable and no-nonsense M.D. We clicked. “We’ll skip examining your butt.”

"Nobody knows why "Anus" is on the list," I replied. [Silent thought: In my experience every AME has scoped my butt. It was "Drop your pants so I can check you for hernia," followed by "Spread your butt cheeks so I can see your anus." Weird, just weird.]

It helped that I give blood. "I see you give blood - they won't take you if the numbers are off." I was wearing a blood bank T, and I brought a ten-year record of BP and Hemoglobin with me, as a shield against the typical "white coat hypertension."

"You look young," he said. "I am 19," I replied. "It's the calendar that says 81," and added "I have a secret. Break a sweat every day." He asked what I do to maintain fitness. "Cycling. I put 1,300 miles on my bike last year."

He regularly does DoT exams, but I was his first BasicMed. He was interested in my flying, plane ownership, and more about the BasicMed deal. He ended up signing me off. Then I told him that AOPA maintains a list of MDs that do BasicMed exams. He came right back with "Since we're not on it, how did you find us?"

"Perseverance."

He's going to be part of a general practice soon, and I'm thinking to switch to it.

Things to do!!!

(Click image to get more info)



Gordon Municipal Airport



Saturday, June 7, 2025

Nebraska State Fly-In

Some of the activities being planned are:

Aerial Show by the Red Star Pilots Association,

National Guard training demonstration,

Vendor & Business Reps,

Pilot Competitions, Entertainment, Crafts for Children, and ...

FOOD!

Including a FREE BREAKFAST for all attendees!

For more information, please email:

John Reed, Gordon Airport & City Manager

reedj@gordon-ne.us

Book Review

By Dennis Crispin

A Higher Call

It was the height of World War Two on December 20, 1943. America and Britain were sending wave after wave of four engine heavy bombers over Nazi held Europe to eliminate critical targets in preparation for the coming "D-Day" landing at Normandy. The German Air Force mounted a strong defense with the fine BF-109 fighters and their pilots often flying two or three missions a day. The losses were great on both sides.

An American B-17 bomber had been badly damaged in the combat and was flying on reduced power. One crewman was dead, two injured and two more severely injured. The plane had dropped out of formation, unable to maintain the speed and altitude needed. Without the defensive firepower of the massed group of bombers, the single, crippled airplane was a sitting duck for any German fighter that might come along.

A single German BF-109 found the floundering B-17. The German pilot, assessing the hopelessness of the American plane and crew, did not take the easy kill. Instead, in an unprecedented act of chivalry and compassion, escorted the B-17 to the coast where it was miraculously able to continue to a safe landing in England.

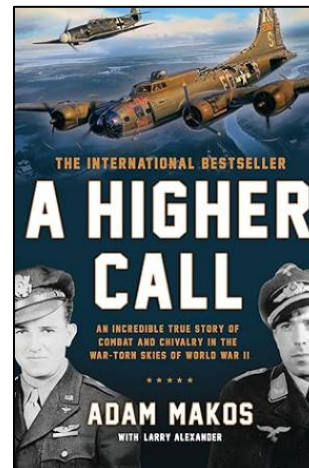
The book *A Higher Call* is the story of that encounter. Author Adam Makos was the editor of a niche magazine for military history buffs. When he heard the story of the B-17 that was allowed to get away, he sought out the surviving pilots and crew, with the hope of writing a single article for his magazine.

That effort became an eight-year project that was culminated in the book documenting an extraordinary act of chivalry within the terrible action of history's most violent war. Many hours of interviews with the two pilots were combined with a great deal of research. Other officers and crewmen, from both sides of the conflict, were interviewed.

The book begins with historical/biographical information on the two pilots. Franz Stigler learned on basic gliders as a teenager in Bavaria, then qualified for Germany's flight school. He found work with an early German airline as a copilot. As the war got underway, he was transferred to the German Airforce and assigned as a fighter pilot in North Africa. It was then on to action over Sicily. By the time he was part of the effort defending Europe from the allied bombers, he was one of the Luftwaffe's top fighter pilots with many confirmed victories to his credit.

Charlie Brown was a farm boy from West Virginia who joined the Army, then qualified for flight training. His demonstrated skills earned him the immediate assignment as pilot on B-17 bombers. He was only 20 years old. Embarrassed by that fact, he told his crew that he was 24.

On the morning of December 20, 1943, Franz had been in heavy action against a large formation of American B-17s, but was unable to have any strikes that he could claim as confirmed kills. It was



a disappointment. He needed to down just one more four engine bomber to earn the coveted Knights Cross, Germany's highest award for valor in battle.

Running low on fuel and ammunition, he could have quit for the day but instead returned to base to refuel and rearm. By the time he was back in the air the bomber formation had moved out of range. It was then that he spotted the crippled B-17 flying close to the ground, obviously in a perilous state of damage.

The airplane called *Ye Old Pub* was a much-used older model B-17, named for a bar in some Army Air Force officers club. The crew on that fateful day were replacements on their first mission. Aircraft commander Charlie Brown had flown one combat orientation mission as a co-pilot with an experienced crew. In the gigantic formation they were assigned the position called the "purple heart corner", the lowest outside spot, which was most vulnerable to enemy attack.

When the B-17 formation was intercepted by a swarm of German BF-109 fighters, *Ye Old Pub* was hit with extensive firepower from multiple enemy attackers. The plane was severely damaged with much of the rudder gone, the left stabilizer and elevator were completely missing, and the radio and hydraulic systems inoperable. There was a large hole blown in the top of the fuselage. One engine was inoperable, and two more engines were damaged to the point that they were only producing partial power. The tail gunner's compartment was completely destroyed by the machine gun fire and the gunner's head had been severed from his body.

Making matters even worse, the defensive machine guns were frozen due to having been serviced with an improper lubricant.

When Franz spotted the B-17, Charlie was bringing all his skills to bear keeping the plane in the air and headed toward England and safety. As the fighter pilot got closer, he sensed that more was wrong than just the obvious damage on the bomber. The B-17 did not train its guns on the fighter or try to take evasive action. Flying in closer, Franz could look down through the hole in the top of the airplane and see crewmen desperately trying to give aid to the injured.

Franz made the decision not to shoot down the B-17, but to accompany it to the coast. Charlie could not understand why Franz was not pressing the attack, thinking that the BF-109 must be out of ammunition.

Nearing the coast the pair of aircraft had to pass over German artillery defenses. Seeing that the American bomber was escorted by a German fighter, the gun batteries held their fire.

When he left the bomber, Franz was certain that the damaged B-17 could not make it across the channel. But at least, if they bailed out over the water, there would be a chance that Allied naval ships might rescue them.

Ye Old Pub miraculously staggered along, just above the wavetops until a pair of patrolling P-47s spotted them and led them to an Airforce base in England.

Franz never told his superiors about the incident. Letting the B-17 go would have been considered treasonous and would have earned him a spot before a firing squad.

After the December 20 incident, Franz never claimed any victories toward earning the Knights Cross. As a squadron commander he sometimes awarded his own kills to other pilots.

Not understanding why an enemy would take such an unusual action, the American high command put the incident under a top-secret order, not even allowing the crew to claim it as a mission.

Charlie and his surviving crew flew 26 more bombing missions before the end of the war. *Ye Old Pub* was repaired, flown back to the US, and eventually scrapped. It never dropped another bomb on Germany.

As the war neared the end, Germany made a last-ditch effort to defend themselves with the new ME-262 jet powered fighter. The plane was the most advanced and fastest warplane of its time. An elite fighter group, consisting of pilots who had the experience, skill and luck to survive, was formed. Franz was among those chosen to fly the new plane, rising to third in command of the group.

The book spends much space on Franz's adventures in the last days of the war and on the politics of the dissension between the German Airforce commanders, who considered themselves to be professional military officers, and the leaders of the Nazi government.

When the war was over the group commander, not wishing to be captured by the Russians, made plans to surrender the entire command to the Americans. Franz stole a vehicle and, siphoning gas from abandoned vehicles, made it through a range of hills to personally surrender to the American Army.

With the war over, Charlie returned home, married, raised a family and eventually retired to Florida. Franz married the daughter of one of his commanders and emigrated to Canada where he found work as a diesel equipment mechanic with a lumber company. Forty years went by with both men wondering what became of the other.

Charlie found that there was a newsletter that circulated among old German Airforce personnel. He submitted a description of the December 20, 1943 incident and asked if anyone knew about it. Shortly, Franz contacted Charlie. Franz knew some of the details of the incident that Charlie had deliberately left out of his story. He was the right man.

In the spring of 1990 Charlie and Franz met in Florida, establishing a friendship that lasted for the rest of their lives. When the story was made public it became an instant sensation. Franz was made an honorary member of a couple US Army Airforce veterans' groups.

The two men went on speaking tours where they told their unique story and emphasized that there can be compassion, chivalry and respect, even between bitter enemies.

Both men passed away in 2008. Shortly before, the US AirForce opened an investigation of the events of December 20, 1943. The outcome was the belated awarding of nine Silver Stars and one Air Force Cross, making the crew of *Ye Old Pub* one of the most decorated in history.

A Higher Call will be of great interest to any who appreciates 20th Century history. It contains an inside look at the WW-2 German military that the American reader rarely sees. An amazing story that you will not forget, it is highly recommended.

The copy of *A Higher Calling* at Humboldt Library was placed by the Humboldt Book Club as a memorial to Lila Tomek, Nebraska's own "Rosie the Riveter." Lila worked at the Martin Bomber Plant near Omaha, building B-26 and B-29 bombers in World War Two.

Minutes of the Club Meeting

The April 1, 2025 meeting was held in the Darlene Christiansen room of Hangar I, Duncan Aviation. Prior to the meeting, Andy Bajc, Tom Henry, and Erick Corbridge led groups on a tour of the Duncan Aviation facilities.

The meeting was called to order at 8:05pm by President Tom Trumble. The minutes of the March meeting were approved as published in the March Newsletter.

Mark Gaffney, Secretary reported the following financials:

Receipts: Interest on CD – \$33.99

Account Balances	
EAA 569 Checking	\$11,496.40
EAA 569 Breakfast Acct	\$3,905.61
EAA 569 Cert of Deposit	\$10,000.00
Total Cash Assets	\$25,402.01

Cristi Higgins (Young Eagles Coordinator) has the following Young Eagle events scheduled –

April 11 – Seward, NE 10:00 am (St John's School)

May 10 – Fairbury, NE 9:00 am (Open House)

May 17 – David City, NE 9:00 am (Scouts)

Discussion was held regarding a home for our fly-in breakfast. Nothing has worked out for Seward or Crete. Wahoo is being considered. No breakfast events are scheduled.

Tom Trumble reported that as of April 1, 2025, Tobias Jordan has 27.3 hrs of dual from Jon Vanderhoof and 3.4 hrs of solo.

Ray Funds received	\$8,800.00
Eligible expenses to date	(\$5,864.88)
Ray Balance on Hand	\$2,935.12

← (Of this amount, \$2,125.60 are in the EAA 569 checking account and \$809.52 is on deposit at Oracle Aviation).

Ken Mueller memorial funds	\$260.00
Non eligible for Ray funds	(\$16.00)
Total Ray funds on hand	\$3,179.12

Cristi Higgins is planning a Float Plane weekend at Harlan County Reservoir, Alma Airport (4D9 for land, H63 for sea), May 2-4. Contact Cristi (402) 217-9763 or higginschristi@msn.com.

Saturday May 3 is planned for float plane viewing, with an afternoon social including a talk by Olivia Hughes, who recently gained an SEL. Food will be available at a restaurant adjacent to the Social Hall at the North Shore Marina. Look for an itinerary and location details from Cristi in your email inbox, to be sent by John Cox.

The 2025 EAA Christmas Party will be Friday December 12, 2025.

Location: St. Patrick's Catholic Church, Finnegan Hall 6120 Morrill Ave. Lincoln, NE

Time: 6 PM, Cost \$25, Catering by Ricky's Cafe, Hanover, KS

President Tom Trumble announced the formation of a committee to bring the EAA Tri-Motor to Lincoln in 2026. Jon Sullivan and Mark Basel will co-chair this committee.

The May 6 meeting will be at 7 PM in the Darlene Christianson Room, Duncan Aviation Hangar I. An elevator is available. The program will be presented by Phil Beanland, an Australian F-111 pilot. Phil is currently flying for Silverhawk.

Jerry Clinch is planning a hangar project tour for a Saturday in May or June.

The meeting was adjourned at 9:00pm.

Respectfully Submitted,

Jerry Mulliken, Secretary

EAA 569 Roster

By Doug Volkmer

Jerry Mulliken and I have been working with EAA and getting our roster transferred from an Excel spreadsheet into their Roster Management Tool. The tool is free, easy to use and will simplify managing our roster.

We currently show 33 regular members along with 2 students that have paid their 2025 dues. I know we have a few more active members than that. Please try to get this taken care of as soon as you can.

One nice feature of this tool is you can easily create a membership directory. We hope to do that later this year. Before we do that though, we'll need a mugshot from you. You can send it to Jerry or myself. It must be in a JPG, PNG or GIF format. If we don't get a picture from you, we will use what the late Roger Aspegren would threaten to use, "a picture of a horse's you know what!". This tool also has a place to list your license/ratings/skills. Please pass this along too if you so desire.

Local 100LL prices

100LL prices as reported by Airnav FBO on 4-20-25				
Prices subject to change without notice				
		Dist (NM) from KLNK	/Gal.	Service
Lnk	Duncan	0	\$ 6.77	FS
Lnk	Atlantic	0	\$ 6.73	FS
KSWT	Seward	16	\$ 5.50	SS
KAHQ	Wahoo	24	\$ 5.75	SS
KBIE	Beatrice	33	\$ 5.30	SS
KFBY	Fairbury	44	\$ 4.85	SS
KAFK	Nebraska City	43	\$ 4.96	SS
KVMP	Plattsmouth	39	\$ 5.30	SS
KJYR	York	39	\$ 5.00	FS
KAUH	Aurora	56	\$ 5.25	SS
KFMZ	Fairmont	40	\$ 5.40	SS
KOLU	Columbus	45	\$ 5.69	FS
KCEK	Crete	16	No Rpt	

(Jon Sullivan has offered to contribute a listing of local 100LL prices. Thanks Jon! – Ed)

Month		EAA Chapter 569 Calendar
May	2 - 4	Floatplane Fly-in & Camp Out - Alma (H63) - Click here for more info
	6	7:00pm General Meeting - Lincoln Municipal Airport Terminal – 2 nd floor
	10	Young Eagles Rally - Fairbury, NE - 9:00am
	17	Young Eagles Rally - David City, NE - 9:00am
	31	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
Jun	3	7:00pm General Meeting
	7	Nebraska State Fly-in - Gordon, NE (KGRN) - Click here for more info
	28	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI

And finally ...

A visit to the Boneyard



CBS Sunday Morning did a feature on the military boneyard at Davis Monthan Air Force Base in Tucson, AZ. To view the story, simply click the picture.

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