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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President & Tech Counselor

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com
5641 Harding Dr.
Lincoln, NE 68521

Vice President

Cristi Higgins
H: 402-798-0230
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
5701 So Coddington Ave
Lincoln, NE 68523

Treasurer & Tech Counselor

Tom Henry
H: 402-791-2116
W: 402-479-1540
tom.henry@duncanaviation.com
TomHenry3@aol.com
1360 S 96th Rd.
Firth, NE 68358

Newsletter and Web Editor

Doug Volkmer
H: 402-483-1108
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

Date: Tuesday, October 4th

Time: 7:30pm

Program: AirVenture 2011

Dennis Crispin will show his pictures from Oshkosh. This is the next best thing to being there. Dennis always does a great job recapping this aviation celebration.

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

President's Message Erick Corbridge



Farewell summer, hello fall. Then with fall comes old man winter. The Elections and Christmas party are just around the corner. This is the time we start looking for members to get more involved with EAA.

Unfortunately in the last month there was an accident around Seward. We lost two very active aviators. With the accident in Seward NE and others in the news I have started thinking how important the little things are. All details in aviation are very important. Make sure you check and check again before you leave the ground.

Everyone fly safe.

Erick Corbridge

Chapter 569 Picnic

By Doug Volkmer

Shoemaker Airfield was again the setting for the annual Chapter 569 picnic. The weather was perfect, with clear skies, temp in the 70s and a slight breeze out of the north. We had a few members pull their planes out of the hangar and fly in.

Tom Johnson and Kerm Wenger manned the grill, serving up burgers and brats. Numerous side dishes and desserts completed the menu.

After the meal, Dennis Crispin had planned on showing a slide show he put together of AirVenture 2011. Due to some technical difficulties he was limited to what he could show. He's planning on presenting the entire show at the next meeting. So if you'd like to see it, please come to the October 4th meeting.

I always enjoy going out to Shoemaker Airfield. I was standing in front of the hangar, admiring the beauty of the countryside and visiting with Don Shoemaker. While visiting with Don, Doug Prange and his wife taxied by in their Cessna 150 ready to depart. Don and I each took a guess where Doug would lift off on the runway. Don and I way underestimated the amount of runway Doug needed. We figured Doug made an extra trip through the food line. ☺

Thanks to Don and Yvonne for hosting our picnic and to everyone else who helped put this together.

Out of the Turret and Into Hell and Let the Lone Goose Fly

Book Reviews
By Dennis Crispin

Three years ago, while exhibiting the B-17, I chatted briefly with an interesting fellow in a wheel chair. He had been a ball turret gunner on a B-17 and, after being shot down over Germany, spent more than two years as a prisoner of war.

This summer, while preparing for another B-17 event, I came across his card and ordered his book.

Out of the Turret and Into Hell is the story of Earl Benson, written as a novel by his wife V. Elaine Benson.

Vicky called to thank me for the B-17 posters and miniflyers that I had included with the order. She had taken the material to a local flyin and had managed to sell a few books while promoting our event.

We talked for quite a while about Earl, his WW-2 service, and the difficulty of assembling the book out of fragments of information gleaned over many years of brief reminiscences. She apologized that Earl, now eighty nine and in a nursing home, is no longer able to autograph the books.

The book begins with a touching description of a childhood in a large and dysfunctional family desperately trying to cope with the worst years of the depression. Eventually, as a young adult on the eve of the war, Earl joined the Army, in part to avoid a conviction on a traffic accident charge and in part to escape the conditions of life in a Connecticut mill town.

After passing the acceptance tests for the Air Corps, Earl, a small but wiry fellow, found himself in the ball turret on the underside of a B-17.

On his fifth mission the plane was riddled by Luftwaffe canon shells. Earl escaped the burning plane with broken ribs in a parachute that was damaged by the gunfire.

Captured by the German ground forces, Earl began an odyssey of prisoner camps. Much of the book is devoted to the hardships of life as a prisoner and the determination of the American and British airmen to not let the Nazis break them.

Some of the descriptions are graphic and somewhat disturbing, particularly where the liberated prisoners seek vengeance on their brutal guards.

Out of the Turret and Into Hell is a good read. We can be grateful that Vicky had the patience to record a story that needs to be saved for future generations.

At this years B-17 event a fellow approached me seeking our advice on how to promote a book written by a grandfather about his experiences as a copilot on a B-17 and a prisoner of war.

Let the Lone Goose Fly Was written Gail P. Hoffmann and edited by his son, Rocky Hoffmann. Chris Hoffmann, a grandson, got the book published just this last spring.

The book title comes from Gail's experiences as a teenage commercial hunter, harvesting waterfowl along the Missouri for sale to the big Omaha hotels.

Gail, like many thousands of young Americans, made the decision to join the military after

the Pearl Harbor attack on December 7 1941. His goal was to fly, but lacked the college degree need for immediate entry into the aviation programs. Three months of intensive study in a refresher course provided by the American Legion allowed him to pass a rigid test showing two years of college equivalency. With his academic qualifications in order, he was accepted into the Army's Aviation Cadet Program.

Flight training led to a commission as a Second Lieutenant and the assignment as co-pilot on a B-17 crew.

The new crew was given a brand new B-17 to prepare and fly to Europe. A disappointing last minute change resulted in the crew going over by ship to be assigned as a replacement crew on an already war weary B-17 named *Sarah*.

A number of combat missions followed which included some of the largest and most significant bombing raids of the war.

Late in 1943, flying another aircraft while *Sarah* was undergoing engine replacement, the crew had to abandon the plane after being shot up by a flight of Me-109s. Upon bailing out Gail found himself alone, severely injured, in deep snow and bitter cold high in the Austrian Alps.

Avoiding capture, he attempted to move toward neutral Switzerland. He was soon caught and ended up in Stalag Luft One, a prison camp near Barth, Germany that housed 10,000 Allied airmen.

Several chapters of the book describe life in the prison and the sociology of men confined in a wartime setting.

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An interesting part is how the badly injured captives were given excellent medical treatment only to be returned to the horrific conditions of the prison camp.

Near the prison was a small German airfield. The prisoners, all aviation experts, sometimes would catch a glimpse of planes flying very fast that didn't have propellers. Correctly deducing that this was a new weapon under development, they managed to get the information to the outside with the recommendation that the facility be bombed. They knew that the prison was close enough to the airfield to put themselves at risk in a bombing attack.

Eventually the prison was liberated by the advancing Russian troops. In the greatest airlift (of ex-prisoners) of the war, B-17s were pressed into service as makeshift transports to evacuate the Americans to freedom.

Gail Hoffmann passed away in 2000 at the age of 81 not long after completing the first draft of his memoir. A postscript in the book tells that he went to his end still carrying an undeserved load of guilt over the loss of his close friend and the pilot of *Sarah*, Johnny Williams.

Reading these two books, shortly after helping display *Aluminum Overcast* carried a particular impact. We are privileged that these stories of sacrifice and valor have been recorded for posterity. One hopes that copies have been provided to The Nebraska State

Historical Society and the Timeless Voices collection at the EAA AirVenture Museum in Oshkosh.

Both books are privately published and in limited supply.

Out of the Turret and Into Hell can be ordered for \$19.95 from:

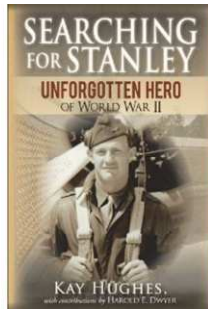
V. E. Benson
360 West C Street
David City, NE 68632

Let the Lone Goose Fly is available for \$15.00 plus \$5.00 S&H from:

Chris Hoffmann
PPM Fulfillment
4344 N. 62nd St.
Lincoln NE 68507

Searching for Stanley Unforgotten Hero of World War II

**Kay Hughes, contributions by
Harold E. Dwyer.**



About the Book

For decades, Kay Hughes was unaware of her family's unresolved mystery. After her grandparents, Harold W. and Ellen Dwyer, received a telegram stating that their son – 2nd Lt. Stanley Dwyer – had become MIA over Austria on May 10, 1944, they began a relentless search. Left with only unanswered, nagging questions, they endured a lifelong private grief.

Years later, one question would rekindle the search which, in turn, led Kay and her father, Harold E. Dwyer, Stanley's brother, on an intriguing journey across two continents and four generations. In their quest to understand Stanley's fate, Kay and Harold developed friendships, visited with eyewitnesses, stood on hallowed ground, and observed the dedicated work of the Joint POW/MIA Accounting Command. In her poignant narrative, Kay details how clues salvaged in the charred rubble of a fire revealed the essence of Stanley – an almost forgotten World War II hero.

Searching for Stanley is a timeless, real-life tale that illustrates one family's dedication to finding their beloved Stanley who, like thousands of other American patriots, made the ultimate sacrifice for this country.

“UNTIL THEY ARE HOME...”

About the Author

Kay (Dwyer) Hughes has lived in Geneva, NE for over thirty years with her husband Rick. A graduate of UNL and a World War II enthusiast, Kay is a mother of three and a grandmother.

Harold E. Dwyer, a World War II B-17 combat pilot and retired home builder, resides in Hastings, NE with his wife, Darlene. Married sixty-three years, they are the parents of four daughters and are grandparents and great-grandparents.

The book is \$25. If you would like to purchase a book, contact Tom Johnson at 402-519-3252 or email him at td_johnson@tbarjne.com.

Guardians of Freedom Airshow



(More photos in the photo gallery at www.eaa569.org/gallery)

Chapter 569 Picnic at Shoemaker's Airfield



(More photos in the photo gallery at www.eaa569.org/gallery)

Thank you letter

(The Chapter received the following letter from Chris Bruner – Ed.)

Dear EAA Chapter 569,

Thank you for giving me the opportunity to attend the Air Academy! The week never would have been possible without you! I will remember this week for the rest of my life. Everything that I have done in the workshops has been a first time experience for me.

The atmosphere created at the Air Academy is absolutely amazing! The facilities created for young people to work hands on with all things aviation has only strengthened my love for flying. The counselors at the Academy are some of the most amazing people I have been honored to know. Every single one of them has something great to offer!

Thank you for persevering in getting me sent to the Air Academy! It was a frustrating process, but it was worth it!

Sincerely,

Christopher A. Bruner

Young Eagles event at Fremont

A total of 63 kids were given Young Eagles rides in Fremont on September 10. Thanks to pilots Matt Olson, Tom Trumble and Gary Bartels. Dennis Crispin also helped out by giving the kids some good preflight information.

Disbelief

By Doug Volkmer

Disbelief. That's how I felt when I heard the news about Jeff Clausen and Mark Pearson at our Chapter 569 Picnic.

I joined Chapter 569 in May, 2003. A few months after I joined, Jeff gave a real good program on test flying your homebuilt. He had done several first flights for some builders, including Roger Aspegren's Kitfox. He also gave Roger dual time in a J-3 so Roger could get his tailwheel endorsement.

Jeff had served as Chapter 569 President in 1982 and 1983. Mark was a current Chapter 569 member.

How could something like this happen? We may never know what went wrong that September 4 morning.

Like Erick stated in his President's message, it makes you stop and think how important the little things are. For a few days following the accident, my heart wasn't in my RV-7 project. I just couldn't believe something like this could happen to someone like Mark and Jeff. Both were quality individuals who shared a passion with aviation. Jeff, who lived at Pester's Airfield, also shared the passion with the kids in his neighborhood. If the kids saw Jeff out with his plane, they would ask their Mom if they could go ask Jeff for a ride and he would give them one. I also felt sorry for the loved

ones they left behind.

After thinking about it some more, I thought we can't stop doing the things we love to do because of something like this. I don't think Jeff or Mark would want us to do that. I'm sure they would want us to continue our passion for aviation.



Jeff's J-3 Cub at a Chapter breakfast in 2010.

They would want us to continue to build, to fly powered parachutes, to fly airplanes.

In July, 2007 we had a Builders Tour that ended up at Pester's Airfield. After our tour and business meeting, Jeff offered to give Rollie Woodruff a ride in an RV-4 that Jeff was storing for a buddy. He buckled Rollie in and took him around the patch a couple times.

After they landed, ol' Rollie looked like a Young Eagle, grinning from ear to ear. He commented, "That was great! I was at the right place, at the right time!"

That was Jeff, sharing his passion for aviation.

Bruner accepted into UND**Chris Bruner**

Next time you see Chapter member Chris Bruner, be sure to give him a high five. Chris, a senior this year at Lincoln Pius X, was recently accepted into the Aeronautics program at the University of North Dakota. Chris has aspirations to be an Air Traffic Controller. He is one excited young man and has UND material plastered all over his room now. Congratulations Chris!

Show and Tell at York

Tom Johnson is planning to have his Cherokee II glider at the York Chapter EAA 1055 breakfast on Saturday, October 1st. It will be an opportunity for anyone to come and see it. The builder will also be present. Breakfast hours are 8:00 to 10:00. See you then!



"Sorry! I thought you said 'ribbit'!"

Classifieds**Get your Big Red gear!**

Chapter 569 member Doug Prange is selling 1st N Ten tee shirts like the one pictured above. They are available in black or red, with sizes ranging from S, M, L, XL and XXL. Price is \$15 each (\$16.50 for the XXL). Mention Chapter 569 and Doug will give \$5 back to the Chapter. If you are interested, contact Doug at doug@prangephoto.com. Be sure to check out Doug's aerial photography at www.prangephoto.com. The photo of the B-2 Stealth over the stadium is so awesome.

2007 Van's RV-9A

Time to sell my RV-9A. This is a strong running airplane that can go anywhere right now. Runs on auto gas with a very economical burn rate. Cruise speed is 170 MPH and the prop and engine combination are smooth as silk. More info at http://www.geicodevelopment.com/rv_9a1 or contact Roger Aspegren - 402-797-5825

Partially completed RV-12

Partially finished RV-12 for sale. Wing kit is 90% done. tail cone kit is 100% done, fuselage kit is not yet started and interior kit still in boxes. Price will be negotiated. Contact Roger Aspegren - 402-797-5825

**FOR SALE
1978 Piper Tomahawk**

PA-38-112 2216 TTAF&E
Very Clean, new August, 2011 Annual
All AD's Current. \$18,500 obo

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

Email Tom at:
td_johnson@tbarjne.com

1996 Van's RV-6

ARV-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 last December 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 \$ 56K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 .402.643. 3464

FOR RENT

Nice Cessna 152 available for rent out of LNK. \$85/hr includes all fuel and oil...you provide the fun! Complete checklist and radio script always handy. No instructor charge for rental checkout. Call John Cox 402 239-3953

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.



Nicole, who Dennis wrote about in the September newsletter. at the Chapter 569 picnic.

You might be an airplane builder if ...

- You stop and examine the rivets on the commercial airliner before you board
- You think of ways to repair or modify things around the house using your newly learned techniques and/or tools
- Everyone you know greets you with, "How's the plane coming?", followed by "When's it going to be finished?"
- If you are turning the air compressor off before calling in sick

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

