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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement



Date: Sunday, September 4th

Time: 5:30pm (eat around 6:00pm)

Program: Chapter 569 Picnic

Place: Denton Airfield (NE40)

Don Shoemaker's "snazzy" hanger
11115 W Yankee Hill Rd
Denton, NE

This is a "pot luck" affair so bring a covered dish. The club will furnish the burgers, brats, buns, bottled water and soft drinks.



Kerm Wenger, in his Bonanza, was one of several who flew into the Chapter picnic last year.

The B-17 Event was a Success!

By Dennis Crispin

In fact it was a rip-snorting, all around, grade A, first class, super success. The B-17 made nine revenue flights in two days with only a couple empty seats – a great accomplishment for a midweek tour stop. Add to this a good crawl through tour business and brisk sales in the merchandise trailer left everyone grinning from ear to ear. The B-17 crew was especially pleased as they had just come off a near record event at Davenport, Iowa the weekend before.

The only problem was the low ceilings that raised havoc with scheduling. When the overcast (metrological not aluminum) did go up to the minimum level for the flights, it did give us gentle breezes, moderate temperatures and a great ride for our guests on the flight missions.

The paying passengers were good natured and understanding about the delays. The only complaint came from a lady who thought it was wrong for us to suspend the (\$5.00) tours for an hour to get in the last (\$400.00/seat) flight mission.

As in past B-17 events there were authentic WW2 participants that came out to see the plane.

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I met pilots, navigators and gunners from B-17, B-24, B-25 and B-26 aircraft. There were several mechanics, bomb technicians and other ground support personnel who had served in the European and Pacific theaters. One elderly lady watched with great interest from the sidelines as the plane taxied in and out for a couple flights. She looked so frail that one wondered if she had enough strength to sit up in her wheel chair. She had made bombs at the Cornhusker Ordinance Depot near Grand Island. Nearly seventy years later she is still deaf in one ear from the effects of an accidental explosion at the plant.

Every time we display the airplane there are fewer of the Greatest Generation to come out to see it. Soon those who sacrificed and fought WW2 – both on the battlefield and on the home front – will be gone and the largest and most tragic of human conflicts will pass from living memory.

Once again the Lincoln media gave us good coverage and support. The Lincoln Journal Star in particular gave us a big boost with a couple good articles several days before the event.

Dick Miller, a Chapter 569 member, rode with the press flight and was featured in newspaper and TV reports about his service as a B-17 pilot over Europe.

The EAA press office in Oshkosh found Dwight Burns who also rode

the press flight. He kept the reporters spell bound with his rather unique story. He had been in the Airborne and had made a couple combat jumps early in the war. Later when they were running short of flight crews he was transferred to the Air Corps and flew several missions as a gunner on a B-17!

Helping display such a treasured historical artifact as the B-17 is an honor that those of us in Chapter 569 do not take lightly. But in addition it is just plain fun! The members had a great time working around the plane and meeting the wonderful people that came out to see it. There were plenty of volunteers to help with the job of pulling through the engines each morning. Cristi even went up the ladder to put the oil in the engines.

Tom Johnson won the raffle and enjoyed his ride on Aluminum Overcast. Eight members got the luck-of-the-draw seats on the plane's ferry flight to Saint Cloud, Minnesota. The fairly long trip allowed everyone a chance to fly the plane from the right seat and make some memorable log book entries.

Every time we work with the grand old aircraft we learn more about it. The little venturi on the right side of the front fuselage evacuates the relief tube. The authentic military relief tube is installed in the plane for historical accuracy, but it is safety wired to the bulkhead so that it can't be used. (Overboard dumps are considered environmentally and

politically incorrect in modern society.) There are electrical probes (chip detectors) in the oil sumps which are checked each morning with an ohm meter as a precaution against a pending bearing failure putting metallic bits into the oil. When the plane is parked the props are turned so that one blade is straight down, forming big "Ys". After the engines are pulled through to check for oil seepage causing hydraulic lock in the cylinders, the props are left with one blade straight up (upside down "Ys") to show the flight crew that this important preflight check has been accomplished. When the flaps are down you can see up inside the wings. From what one can see, it appears that the ribs are triangulated structures welded(!) from small dimension aluminum bar stock. Just think of how many welds it took to build a plane as big as the B-17. Multiply this by the 12,732 planes that were built and you would think that half of the young women in California had been trained to weld aluminum. Three of the engines on the plane are Wrights. The other one is a Studibaker.

The crash rescue crew at the Air Guard Fire Station brought their big trucks and took advantage of the chance to inspect the B-17. Well trained in modern airplanes, they sought the B-17 Crew Chief's advice on how to deal with emergencies in vintage aircraft.

Now we pause to express our appreciation for all who helped with the exhibition of the aircraft.

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Here is a big thank you to the members of Chapter 569. Many did a little; a few did a lot, all contributed to a most successful event.

Thanks to all of those friends of historic aviation who helped us get the word out by putting up posters, passing out miniflyers, and telling their friends, coworkers and families about the event. This unsolicited promotion was an invaluable part of the success.

Thanks again to the Lincoln media for their excellent coverage of the B-17.

Thanks to Brian Lammers of Anderson Ford for the loan of a car. The big, roomy, comfortable Grand Marquis was much appreciated by the flight crew.

Todd Lechner brought his tricked out Jeep and Harry Johnston and his friends from the Model A Club had some nice cars on display. Thank you for a fine addition to our event.

Kevin Rock printed some miniflyers at no cost to us. Thanks, Kevin.

Thanks to Zachary Miller and Ronnie Mitchell of the Nebraska Department of Aeronautics for their support and the fine coverage in Pireps. Pireps has proven to be our most valuable communication vehicle with the aviation community in the western part of the state

A big thank you goes to John Wood, Robert McNally and the working staff of the Lincoln Airport Authority. They are always good people to work with.

Amy Francis and her controllers at the FAA Lincoln ATCT expedited our turnarounds and kept the plane in good visible areas over the city. Thank you very much.

Our biggest Thank you goes to Tyler Action, Dan Hanna and the staff of Silverhawk Aviation. They opened their business to us and gave us every possible assistance in making the B-17 exhibition a great success. An extra thank you goes to the ladies at the Silverhawk desk. They cheerfully answered dozens of phone calls and provided many requests for help, all squeezed into the routine of their normal workday.

These aviation professionals have our gratitude for their contribution to the success of our event. The flight crew tells us that they sometimes don't find the cooperation, support and welcome that is always available at Lincoln, Nebraska.

The pilots this time were Dan Bowlin and Bob Davis. George Daubner and Sam Bass – old friends from prior events – came in to ferry the B-17 to its next engagement. With the weather induced confusion there wasn't much time for socializing and I'm embarrassed that I didn't get the names of the rest of the crew. All volunteers, they travel with the plane for weeks at a time and receive only travel expenses for their hard work and dedication.

They, along with the other crews and the countless individuals who over the years have restored, maintained and exhibited Aluminum Overcast, get our special thanks for keeping this rare bit of history flying.

Another big thank you goes to the EAA professional staff in Oshkosh including George Daubner, B-17 Project Manager, and Mindy Pearson, Media Coordinator.

Wednesday evening we had finished the days activities and had closed down and put away all of the equipment. I was just taking care of some final details when a small girl and her mother came up to the fence. They had just heard about the B-17 and had come straight to the airport to be disappointed that they were too late to tour the airplane. The girls name was Nicole and she assured me that she was "almost eight" (her birthday is in January).

We talked through the fence for a long time. I was amazed at the depth and insight of Nicole's questions which ranged from "why is the lady's picture painted on the side of the airplane?" to "how can a helicopter fly straight up?" I have shown airplanes to many kids, but never to one as young as Nicole who had such an interest and enthusiasm for aviation.

Cristi Higgins came along and explained how the Young Eagle program works and how Nicole can get a ride on an airplane as soon as she is old enough. I told them that the B-17 was scheduled to leave at 8:30 the following morning and if

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they came back then, they would have a chance to see it fly.

At 0800 Nicole was back at the fence. This time she had both Mom and Dad with her. En route weather was delaying the plane's departure so they left and returned at 1000hrs.

Once again the takeoff was indefinite so I took Nicole through the gate and we had a lengthy close up look at the B-17. She couldn't comprehend the full historical significance of the aircraft, but she was fascinated with the airplane itself and showed an understanding well beyond her years.

Jayne Cox came by and I introduced her and explained how Jayme had recently made her first solo flight on her sixteenth birthday. Nicole was so impressed.

Nicole wanted to know what kind of airplane Jayme flew so we walked down the ramp where a 172 and a Cherokee were getting ready to depart. On the way back we looked in on the Silverhawk hanger where a couple King Airs were undergoing maintenance. All the time there were numerous bizjets coming and going. Nicole absorbed it all and said that she was having one of the most fun days of her life.

Then they had to leave because Dad had to get to work. So Nicole missed getting to see the B-17 take off. The weather cleared and the airplane departed only about 45 minutes later.

Those collective events that we call World War Two are the most significant happenings in world history. The war affected the lives of every person then on earth and the legacy of its outcome continues to affect every one in the world today. The cost of that war in national treasure, individual lives, human suffering, social change and political upheaval is simply incalculable.

To those born more than a half century afterward, the war is starting to recede into some distant past. But as a society we cannot afford to forget the social lessons learned and to lose the memory of those gallant people who sacrificed so much to win that war.

Aluminum Overcast and her sisters in the historic aircraft fleet are doing their share in keeping this important part of history alive.

Nicole can not now comprehend the importance of a big old airplane. But with the seeds of interest planted early, she will one day understand.

So it is for Nicole, and all of her generation, that we keep Aluminum Overcast flying.

And that is what it is all about.

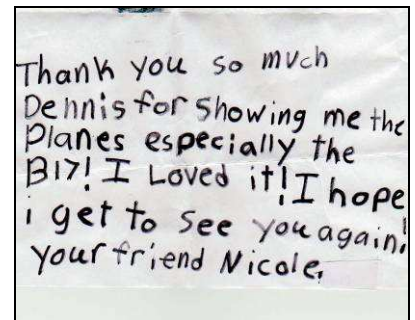
(I had the privilege of being a host inside the B-17 for the ground tours. Young and old, they came through, took pictures. Some shared stories about a family member who flew on the B-17. Some former B-17 pilots came through. One former pilot, who flew 38 missions, just sat down and

repeated "Oh my God" a few times while looking into the cockpit. He then reached out and put his hand on the throttle. It was neat to able to give these people an opportunity get inside a B-17 again, to have them share the experience with their family and take pictures.

Dennis once again is to be commended for all his time and effort in preparing and pulling off another successful B-17 visit. Great job Dennis! – Ed.)



A very small girl meets a very important airplane.



Accident Report

Accident occurred Thursday, January 21, 2010 in Cherokee, IA
 Probable Cause Approval Date: 07/15/2010
 Aircraft: PIPER PA-24-260, registration: N8916P
 Injuries: 2 Uninjured.

The pilot flew an instrument approach to runway 36 and decided to circle to land on runway 18 as the winds slightly favored runway 18, and because runway 36 contained a slight downhill slope. While on final approach the pilot lowered full flaps and slowed the airplane to 80 miles per hour. The pilot intended to land as close to the end of the runway as possible because he was concerned about the lack of braking action on the snow- and ice-covered runway. The landing gear subsequently contacted a hard snowbank about 30 feet before the approach end of the runway, resulting in substantial damage to the airplane's firewall. The airplane then slid about 450 feet down the center of the runway prior to coming to rest. The pilot reported that it was difficult to judge the terrain as everything was snow covered and white. The pilot did not report having any problems with the operation of the airplane prior to the accident.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot misjudged his altitude while on short final approach.

Minutes of the Club Meeting August 9th, 2011

The meeting was called to order by President Eric Corbridge at 9:00 PM following a tour and demonstration by the Fire Service of the Nebraska Air National Guard.

The tour and demonstration were quite impressive with a boom truck spraying water over 100 feet into the air. The crew indicated they could generate enough foam to float any of our planes off the runway. Their advice was if you have a problem where they are called, let them know if you do not want to be removed from your plane. If you do not instruct them to the contrary, they will remove you from the aircraft by whatever means necessary.

Tom Henry described his experiences while at AirVenture at Oshkosh.

Thanks were given to Dennis and Randy for their efforts on the B17 visit.

Chris Bruner gave his report on his experiences at the Air Academy program and thanked the Chapter for sponsoring his trip.

The meeting was adjourned at 9:38 PM.

Doug Elting, Secretary

Upcoming Young Eagle Event

A Young Eagle event in Fremont is coming up. If you can help out in any way, contact Cristi Higgins or Tom Trumble. The event will be on Saturday, September 10 from 0800 – 1000.

Classifieds 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.
- September 3**, Council Bluffs, IA 2nd Annual Labor Day Fly-in/Drive-in breakfast (CBF), 0800-1100. Great Plains Wing of Commemorative Air Force Open House, 0800-1300. Rides available in P-51 Gunfighter and Cessnas by Advanced Air, Inc. Museum contains 1500 artifacts from WWII and other wars. More info contact Dale Standley: 712.366.6631.
- September 10-11**, Guardians of Freedom Airshow, Lincoln, NE, <http://www.lincolnairshow.com/>.
- September 11**, Plattsmouth Fly-in/Drive-in breakfast (PMV), 0800-1300. Served by Eagles FOE 365. *We know the Blue Angels will be flying in Lincoln that day also but come over if you can. Would really like to see you.*
- September 21**, AOPA Safety Seminar "Say Again?" Radio Communication Done Right, 1900-2100, Bellevue West High School, 1501 Thurston Ave., Bellevue, NE



Lori, Jayme and John Cox, Jerry Carlson, Wayne Woltdt, Erick Corbridge, Lyle Eisenhauser, Ray Supalla all rode along to the next "Aluminum Overcast" stop, St Cloud, MN.

You know you've been flying too much when ...

- You pull out of your driveway and start to drive with your car centered on the dashed line
- You roll down the window and shout "CLEAR" before starting your car
- You get out of your car and start looking for the tie down ropes

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