

THE CLANKING ARMOR

May - 2012

AMA CLUB # 405

PO Box 83605
Lincoln, Nebraska
68501-3605



NEWS AND ACTIVITIES OF THE LINCOLN SKY KNIGHTS R/C CLUB

President's Message

Hey Everyone,

I am looking forward to the upcoming events! Actually I'm really excited! Hope to see you all there!

First thing I want to let you know about is, our field was used for an emergency landing by a N-numbered aircraft this past week. I received a call from the owner asking if I would let him in to get his Paraplane out from behind a locked gate on Monday night around 11pm. I agreed to meet him the following morning, mainly to make sure there was no damage done to our flying site! The persons name, Butch Lottman. I advised that maybe a better place would be the tall grass, if there were another instance. He told me and Gary about a few other close calls he has had, I'm not sure I would be comfortable with him making a practice out of this! The good news is there wasn't any damage done to the field, or him!

The only other note I would like to say is know your constitution! READ IT! There is an upcoming problem we have to address, and it was a mistake we all could make so no blame to any particular persons is needed, however focus on Articles, VII and VIII through the end! Have Fun, Fly Safe, and Sober.

Tyler

Secretary's Report

President Brown called the meeting to order at 7:28 pm. Minutes were read, motion was made, seconded and approved.

VP/CD Report - I would like to thank all those that showed up for Field Clean Up Day. We will be holding another Clean Up Day June 2nd to put the final touches on the clubhouse and grounds before the "CornHuckfest".

We received several flyers from surrounding clubs for their upcoming events. The Dakota Flyers from Sioux Falls, SD are having a Giant Flyers IMAA Fly-In May 19-20. If interested, checkout their website www.dakotaflyers.com. The Norfalcons R/C club from Norfolk, NE is having a Fun Fly June 2-3rd. We received a flyer for the Don Neill Memorial Scale Contest. It is being hosted by the Western Flyers R/C club in Mead, NE on August 25th.

The Cross Country Event was held Sat. May 5th. The three pilots participating were from the Midwestern Flyers Club and were Casey Vohnout, Ryan Nelson, and Bob Burt. They took off from the Midwestern Flyers Field at approximately 12 noon. They arrived at the Sky Knights Field at approximately 12:50. Casey, flying a Senior Kadet, and Ryan, flying a SwanyHouse Primo 60, rode in the same vehicle and lead the way and only had to stop once so Ryan could refuel while Casey circled patiently over head. Bob Burt, flying a Sig Seniorita, came in the second vehicle but unfortunately did not make it to

the Sky Knights field. After a short rest and a minor repair, Casey refueled and flew back up to the Midwestern Flyers field. He e-mailed me later and said that it took 50 minutes, field to field, with a headwind and 40 minutes, on the return flight, with a tailwind.

VP Justin Gebes passed around the current club roster to have the members, that were present, confirm their correct contact information.

Treasurer's Report – Our Treasurer Mike Yearly reported that more club dues were paid and the bills are paid for the month.

Safety Officer's Report – Safety Officer Brad Pankoke said there were no reported incidents last month.

New Members – We have 2 new members, Joseph Frahm and Jim Ferguson. Motion made to accept the new members. Motion was approved. Welcome to the club!!

Old Business – Discussion was made about the weather station needing repairs or replacing. Rick ? is going to look into the pricing of a new weather station. Discussion was tabled for the June meeting while President Brown contacts Aaron Clark about what needs to be done to get the current one back up and running.

Discussion was made about the padlock on the tool shed. We couldn't get inside during the field clean up because nobody had a key, so the chain was cut. There is a new combination padlock on the tool shed. It has the same combination as the gate lock.

As I mentioned above, we are having another Field Clean Up Day on June 2nd. So, please bring what tools you can. I think we will need a couple of weed trimmers, a leaf blower, painting equipment, shovels, rakes, and etc.

Don Dickey mentioned that he will look into getting a PTO (Power Take-Off) shaft for the 3-point hitch mounted mower. The new PTO shaft will have a clutch on it so we can

eliminate the need for shear pins as we had a few problems with it on Clean Up Day. Don Dickey, along with Bill Davis mentioned that if you want to run the tractor mounted mower, please have someone train you on that equipment. It is dangerous, and people or property could be hurt or even killed.

We discussed setting up a field maintenance schedule, but after a long debate, it was decided to leave it to whoever wants to do the work.

After some discussion, it was decided to purchase a new furnace with and A/C unit from Johnstone Supply for \$1460. Jason Reger is handling the acquisition of the new unit. The unit will be installed by club members.

New Business – Recently we have had a problem with the pop and water in the fridge, either not being paid for or the money in the bucket goes missing. A motion was made for the club to quit selling pop/water. Motion was seconded and approved. After the current pop/water supply is used up, it will be BYOB from now on. Except for the instances of fun fly's, the club will no longer be supplying pop or water for purchase.

On a brighter note, it was mentioned that we should get new club t-shirts and ball caps. Several members are going to look into what needs to be done to make it happen.

Huckfest – Tim O'Brien gave us an update on the Huckfest. He said there are a lot of pilots pre-registered and we have over \$2500 worth of raffle items and prizes to give away.

Models of the Month – We have four, yes, I said four models of the month this time.

First we have Milt Ochsner with his EU-1 pattern ship.



It is constructed from balsa plywood board and is powered by a 4-stroke engine.



Next we have Dave Reiber with his Viper. It is powered by a Thunder Tiger .40 and spins a 9x7 prop at about 17,000 RPM.



Don Dickie brought his Aeroworks Cessna 195. It is powered by a china DLE 30cc engine. It has working nav lights on the wing tips and tail.



Pictures from the Cross Country Event



And finally, Ray Kiser brought his scratch built L-4 Grasshopper. It is constructed from



Gary Dunkel
garydunkel@yahoo.com
402-469-5291

WE REALLY NEED VOLUNTEERS!

For field setup Wednesday – all days registration, sell raffle tickets, setup and takedown each day, and to help show our guests a good time at the LSK Field!

PLEASE contact Tim O'Brien if you can help and what day/times you are available – 402-440-2114 and timobrien1@gmail.com

Minutes by Justin Gebes

CornHuckFest – June 7th-10th

Registration is available at
www.CornHuckFest.com

Early registrations help support the event's early cash flow and allow for more prizes and raffle items!!! Full registration is \$30 and includes 4 days of flying, steak dinner, and **register early by June 1, 2012 to be part of the early bird raffle for a 3D Hobby Shop 71" Electric/Gas Plane!** Or each day is \$10 and steak dinner is \$10

(No camping spots are left, paid registration was required to reserve a spot!)

I have event t-shirts, let me know via email or phone if you want one before they sell out \$20

Event leads –

Tim O'Brien
Timobrien1@gmail.com
402-440-2114

ABOUT STAN HART – From Leonard Akert

The following article was written by Stan Hart about his career as a pilot in WWII. His is very willing to talk about his experiences and is glad that young people are taking in interest in our history. It would be great if we could put this at the end of one of our newsletters or in the newsletter so it becomes part of our permanent record. Also enclosed are two copies of Stan's missions. The Air Force has copies of these for every mission flown in the war.

I plan on doing more articles on members who have had a career in aviation. If we want to expand on this let me know. I published one article earlier in the newsletter of Stan Hart. It is labeled Stan W Hart.

Stan Hart



Our Group flew P40's until about August of 1944 and then at that time we switched to P 47s. This is one of the 40's with a 1000 lb bomb on its belly. Crew appears to be getting the pilot ready for takeoff. This shows the diamond on the air scoop. The yellow diamond was the 314th ID.

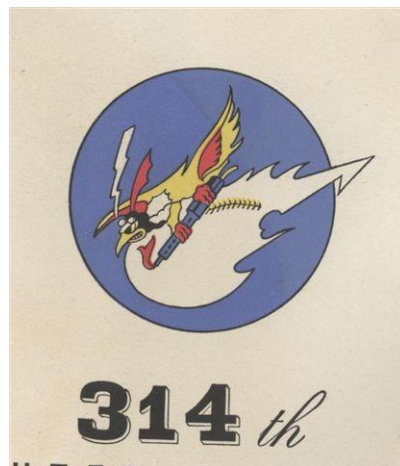


This is one, I claim as my airplane. I believe this was an N. P47N. Appears to have a 500 lb bomb on each wing and of course the 4 - 50 cal guns in each wing. This was taken in France during the winter of '44/'45. Maybe in Dole, France.



A Thunderbolt of the 314th Squadron, 324th Fighter Group, revs up for takeoff. Targets were often only a kilometer or so in front of friendly troops...who let out nervous sighs of relief when attack missions were successfully completed so close to them. Group was the only 64th Wing P-47 unit still based in France.

This is a picture of my plane taken out of a publication. Number 36 and that might even be me in it.



This is our Squadron insignia on the cowl of our planes.



This is a model that is painted with the same insignia as our 314th Squadron, 324th Fighter Group.

WWII career of STAN HART

Graduated from High School Bartley, NE 1940

Applied for admittance to the Army Air Corp Flying Cadet Program in May of '42
Took the written qualifying test in Omaha, NE in the morning of June 22,'42
Took the Physical examination at Ft. Crook, Omaha, NE in the afternoon
Sworn in to the Cadet Program later in the same afternoon and was told to go home and wait.

Reported to Denver January 3, 1943

Reported to the main Post Office, downtown Denver
Boarded a troop train headed for San Antonio, TX

Entered Classification Center at Randolph Field San Antonio, TX January 5, 1943

Here we lost all evidence of civilian life-clothes, hair,etc.
Here we learned the manual of arms and drew guard duty, how to make up a bunk, army style. We took many tests to determine our qualifications for Bombardier, Navigator or Pilot. It was here that I learned I would take Pilot training.

Reported to Pre-flight at Randolph Field San Antonio, TX

Here we took classes in many subjects. Meteorology, Navigation, Physics. Math, Morse Code, We had PE every day. Close order drill.
For the first 4 and a half weeks we led the life of an Under Classmen and the last 4 and a half weeks were upper classmen. Patterned after West Point Army Cadets.

Reported to Primary Flight Training, Sikeston, MO April 24, 1943

Here we also had class work in the same disciplines, in addition to starting flight training. We flew PT 19 A's. Low wing monoplane with open cockpits. A great plane and easy to fly. Soloed after about 9 hours of dual instruction. Luckily I did not experience air sickness, which so many cadets did.
About 50% of those cadets who started training
Washed out for one reason or another before graduating.. Here we did aerobics such as slow rolls, snap rolls, spins and stalls, in addition to the basic flying skills. Our Instructors here were civilian pilots.

Reported to Basic Flight Training, Independence, Kansas June 28, 1943

Here we went to a larger plane, the BT 14 a North American built with closed canopies and radio communications. Our Instructors here were Army Air Corp Pilots. We got some cross country flights and our first night flying. The training maneuvers were more complex such as stick-back stalls and emergency landings.

Reported to Advanced Flight Training, Eagle Pass, TX August 31, 1943

Here the AT 6 (Texan) was our plane. Retractable landing gear. We had our first night cross country, ground and aerial gunnery on the Island of Matagorda in the Gulf of Mexico. We did a lot of formation flying here. In all three of these different

Fields a heavy emphasis was continued on class work.

As an experiment, some of us were picked to fly the P40 prior to graduation. We had no twin cockpit 40's so our flights were all solo and with some interesting results. I got 10 hours in the same plane that our squadron was flying combat in Italy.

Graduated from Advanced Flight Training, Eagle Pass, TX. November 3, 1943

After a 10 day delay in route at home, I reported to the 3rd Air Force at Dale Mabry Field, Tallahassee, Fla on December 15, 1943. Moved to Pinellas Air Force Base near St. Petersburg, Fla for 9 weeks of RTU (replacement training unit) Here we did more training in P 40 Warhawks prior to getting ready for overseas shipment.

We left the United States from Camp Patrick Henry in Hampton Roads, VA. on March 28th by troop ship. Arrived in Casablanca, North Africa April 7. Arrived in Naples, Italy April 28th I was assigned to the 324th Fighter Group, 314th Fighter Squadron on the same day. Our Group was flying out of Cercola, Italy a small town outside of Naples. We flew P 40's. They were equipped with 3-50cal guns in each wing and we carried either a 1000 lb bomb on our belly or a 500 lb. bomb on each wing during dive bombing missions.

Most of our missions were close support for the Infantry. Dive bombing and strafing targets of importance or targets of opportunity.

A typical mission would be made up of 4, 8 or 12 planes in flight formations of 4 planes each. A mission could be as short as an hour or as long as 4 hours, depending upon how far behind the lines it was located. Usually we had a primary target to dive bomb (bridges, buildings, troop concentrations) and then we would reconnoissance a particular area looking for targets of opportunity (vehicles, trains).

I flew my first mission on May 5, '44, in support of the troops on the Anzio Beachhead. The battle lines in May were stretched across Italy just north of Naples and running through Monte Cassino. The Group flew its last mission in P 40's on July 18 and then went off operations for several days while we trained in the P 47 Thunderbolts. The 47's had 4 - 50 cal guns in each wing. Synchronized to come together at 250 yards. While off operations the Group moved to an air strip on the Island of Corsica. We flew our first missions in the P47 on August 10.

While on Corsica we supported the invasion of Southern France on August 15 In order to keep close to the front lines, our Group moved 9 times while I was with it, usually to crude, leveled off dirt strips. On August 25 we moved to the French Riviera Then to the French Air Force Training field near Marseille From there we moved a couple of times north up the Rhone River valley and ended up at the small town of Luneville near the German border. From there all of the Group's missions were over Germany. It was also from here that I was rotated back to the States. I ended up with 91 missions to my credit.

I was very lucky during my combat time. Eight of us entered the 324th Fighter Group as replacement pilots for the 314th Squadron in Naples, Italy at the same time and this group of 8 experienced a 75% casualty rate. I had a few incidents that got my attention. One such occurred while we were flying off of Corsica.

This day we were carrying belly tanks for additional fuel and our target was in Southern France. As usual, after gaining altitude I switched from the internal fuel tank to belly tank, however, this time the engine stopped. By dropping the nose, the engine would start running. After attempting to switch tanks several times, I informed the leader that I would be returning to the field. As I approached the field the tower came on the air and said that the P47 approaching the field should land as soon as possible and get out of the plane because your belly tank: is on fire. Of course I agreed.

The fire, we found out later, was caused by a small crack in the glass tube that connected the belly tank to the internal tank, thus allowing fumes to escape. Due to the fact that I had a full belly tank, probably prevented an explosion of the fuel.

The German Luftwaffe was pretty much depleted by this time. Most of their planes were used to defend against the heavy bombers hitting industrial targets in Germany. There were reports of the ME 262 being seen and also an experimental rocket plane, that never got into production. Occasionally one of our flights would be jumped by ME 109s or the Focke-Wulf 190s. My good friend with whom we celebrated Christmas Eve (a little too much) was shot down the next day and spent the rest of the war as a POW.

(Stan Hart sent me this document that reflects his days in the Army Air Corp during WWII. This article was written by Stan Hart and I only made a few punctuation and spelling corrections. Otherwise these are his words. Leonard Akert)

SORTIE REPORT

SQUADRON 314th Fighter	MISSION NO. 814	DATE 19 December 1944
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NO. OF SORTIES 12	EXPENDITURES 24 x 750 lb. Napalm	TARGET Schaidt, Germany
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ACFT. NO.	PILOT
36	Lieut. S.W. Hart
12	Capt. J.E. Battles
33	Lieut. S.C. Cannon
39	Lieut. H. Fearman
30	Major J.F. Kirkendall
02	Lieut. J.V. Jones
35	Lieut. M.A. Chance
23	Lieut. J.G. Ross
37	Lieut. O.W. Sparks
24	Lieut. R.W. Munnally
26	Lieut. R.E. Monsen
29	Lieut. L.H. Rone

TIME UP	TIME DOWN	T.O.T.	WEATHER
15:20	16:05	14:45	Hvy haze up to 5000 ft. from Strasbourg to Mal- house and east of river. At Landau: 10/10's with top at 2500 ft. Landau area: 7/10's at 14,000; top 15,000. Target area: Clear with fair visibility.

NARRATIVE

MISSION : Dive-bombing AO # 30; Grp. Mission No. 2.

TASK : 12 T/B's of the 314th with 24 x 750 lb. bombs were ordered to contact "ELITE" and bomb the towns of Schaidt and Steinfield, Germany. Alternate tasks: bomb the town of Landau and recce the Landau-Weidelsberg-Bruchsal-Durlach-Baden Baden area in Germany.

ROUTE : Direct. Arrived in target area at 14:45 hrs. Contacted "ELITE" who turned them over to "ELITE FOX". The latter told the flight that "HORSEFLY" would be at the target. Did not see "HORSEFLY" but had radio contact with him. "ELITE FOX" described target and put two puffs of white smoke on it. (Target: Schaidt H-256509)

METHOD OF ATTACK : SW to NE from 8000 to 1500 ft.

RESULTS : "HORSEFLY" told them they had placed 24 bombs in the town. Three black smoke fires up to 1500 ft. were observed. When the flight cleared the target, one-third of the town was on fire. Some damage done by strafing - no claims made however.

OBSERVATIONS : Smoke in town before flight attacked (probably a result of previous shelling).

ACK-ACK : Scant, hvy., inacc. at target.
Scant, hvy., inacc. at H-2063.
Moderate, lt., inacc. in Landau area.

LOSS OF AIRCRAFT : Nil.

REMARKS : After bombing, flight proceeded to recce but bad weather forced them to turn back at Neustadt.
All aircraft returned safely to base.

SQUADRON 314th Fighter	MISSION NO. 802	DATE 27 November 1944
NO. OF SORTIES 11	EXPENDITURES 22 x 500 G.P.	TARGET rd. Bridge at W-88530
ACFT. NO.	PILOT	
10	Lieut. S.W. Hart	
26	O.O. Hake	
32	E.H. Taylor	
29	J.S. Moskwa	
33	G.V. McClintic	
13	R.E. Monson	
35	J.K. Paragone	
23	J.G. Ross	
18	R.C. Stickell	
11	B.C. Gammon	
38	R.W. Nunnally	

TIME UP 10:10	TIME DOWN 12:55	T.O.T. 11:45	WEATHER Belfort to Sarrebourg: 9/10's between 2000 and 2500 ft. N of Strasbourg: 7/10's at 2-250 Rhein valley: 2/10's to 3/10's Belfort to Base: 4/10's at 4000 ft.
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NARRATIVE

MISSION : DIVE-BOMBING AO No. 35

TASK : 12 T/B - one failed to take off - carrying 500 lb. bombs. were ordered to orbit Sarrebourg, fr. for 15 mins. and receive target assignment from "ATKINS". Alternate target: Any good bridge on Rhein River.

ROUTE : Vector 48 deg. Arrived at Sarrebourg at 10:58 hrs.. "ATKINS" ordered them to Inzwiller to reccy rds. NW of mountains. Recc'd until 11:20 hrs. but observed nothing. Flight then proceeded to alternate target.

METHOD OF ATTACK : NE to SW from 9000 to 2000

RESULTS : Two direct hits on NE approach to bridge. Two near misses to S side of bridge near center. Eighteen near misses.

OBSERVATIONS : Nil.

ACK-ACK : Mod., hvy., fairly acc. from target area. Int., lt., fairly acc. from target area.

ENEMY AIRCRAFT : Nil.

REMARKS : All aircraft returned safely to base.

THE THUNDERBOLT

324TH FIGHTER GROUP

VOL I FRANCE

CHRISTMAS EVE, 1944

NUMBER 1

BACK FROM THE FRONT

A number of 324th pilots, after sojourning with the Infantry where they performed air-ground liaison duties have returned to the fold, and are once again driving their Thunderbolts against the Boche.

In some respects their stories are much the same, although each had varying personal experiences. They all agree that the ground forces are quite thoroughly sold on close support by the air corps. Sometimes the support is almost too close for comfort, but nevertheless it's always a reassuring thing to know that airplanes are always around to lend a hand.

Lt. Harry A. Chance, of Bucyrus, Ohio, reports that

Cont. 3

324TH TAKES GERMAN TOWN

Pilots of the 324th Fighter Group took the German town of Schaidt last week, in a headline mission.

Led by 1st Lt. Stanley W. Hart, Bartley, Nebraska, 12 Thunderbolts dropped all their firebombs into the city which was holding up the Allied advance.

Huge fires started, with flames leaping high into the air, and black clouds of smoke reached a height of over 1000 feet.

A message from Wing confirmed the success of the mission, reporting that the town was still burning well after the raid. All artillery fire from the village ceased, and entrenched enemy troops abandoned their position and retired from Schaidt.

GROUP COMPLETES 20,000 SORTIES

CONGRATULATIONS

AWARDS

Past and present pilots of the 324th continued to pile up awards and decorations during the last month receiving a total of some 55. Included among these were a Silver Star, a Distinguished Flying Cross, 31 clusters to the Air Medals, and a Purple Heart.

The Silver Star, given for gallantry in action, went to Capt. Bill Barns, the Honolulu bank teller turned pilot. Back from a furlough in the States, he is now a squadron operations officer.

The latest addition to his awards collection came for a mission of opportunity back in the days when the Warhawks were helping

Cont. 4

PROMOTIONS

Pilots and enlisted men of the group moved into new rank brackets this month, with 15 of the former exchanging gold bars for the silver variety, and 20 G. I.'s adding another stripe.

The Thunderbolt pilots who earned the new rank of first lieutenant in combat over France and Germany are Wilbur G. Allen, Chattanooga, Tenn., Jack D. Boyer, Jamaica, N.Y., Ryland T. Dewey, Denver, Col., Edwin H. Harley, Canton, O., Robert L. Jubin, Green Bay, Wisc., Andrew N. Kandis, Laporte, Ind., James L. Legette, Stockton, Calif., Clarence B. Slack, Leavenworth,

Cont. 3

The 324th Fighter Group, veteran of five blazing campaigns has just chalked up its 20,000th combat sortie, as this time, its silver Thunderbolts dove out of German skies and cut deeply into Hitler's last strongholds in the reeling Reich.

With this latest achievement being tucked into a record book which already contains entries on a second year anniversary overseas and the completion of the 2000th mission veterans of the organization will have much to remember as they reminisce on the days when they began blazing the trail that started the chase of the Nazi in Tunisia until now those once vaunted legions stand with their backs against the Reich wall.

They can recall for instance, the Palm Sunday Massacre of April, 1943, when they painted in bold, bloody strokes against the canvas of the Tunisian sky a terrible picture of destruction. As they accounted for 74 enemy planes it seemed that the only limit to the planes shot down was the amount of ammunition one carried.

For the memorable role in this Tunisian victory came a Presidential Citation. And then there's Capt. Bill Gatling, since gone home, the first fighter pilot to sink an enemy destroyer in Mediterranean waters. The Tarboro, N. C. youngster then went on to become the first fighter pilot to attain 200 combat missions.

314th Rocks Tally-Ho

(sung to the tune of «Bless 'em All»)

chorus after every two verses

(1)

There'll be black puffs of flak on your left,
There'll be white puffs of flak on your right.
When diving to meet them, you'll always defeat them,
So, 314th rocks Tally-ho.

(2)

As we go into our screaming dive,
The ones of us who will survive,
Come back for more Huns with our eight shooting guns
So, 314th rocks, Tally-ho.

(chorus)

Tally-ho, Tally-ho,
The target is far down below.
We do not have time to play.
So, 314th rocks, Tally-ho.



HEADQUARTERS
XII TACTICAL AIR COMMAND

The
DISTINGUISHED FLYING CROSS
is Awarded

First Lieutenant Stanley W. Hart, O-695061

311th Fighter Squadron, 321st Fighter Group

by direction of the President, under the provisions of Army Regulation 600-45, as amended, and pursuant to authority delegated by the Commanding General, European Theater of Operations United States Army, by General Orders No. 4, Headquarters, XII Tactical Air Command, dated 5 January 1945

CITATION

For extraordinary achievement while participating in aerial flight as pilot of a P-47 type aircraft. On 17 November 1944, Lieutenant Hart, displaying exceptional leadership and flying ability, led a flight of four Thunderbolts in a perfectly executed dive-bombing attack on enemy troops and gun positions which were impeding the advance of our ground forces east of Raon l'Etape, France. This low level, precision directed run enabled the P-47's to place all the bombs in the target area, effectively disrupting enemy fire from this stronghold. The outstanding flying ability, the steadfast courage, and selfless devotion to duty displayed by Lieutenant Hart on this mission reflect great credit upon himself and the Armed Forces of the United States. Entered Military service from Bartley, Nebraska.

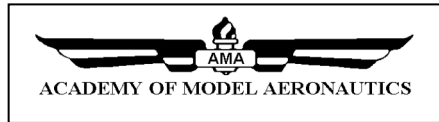
GORDON P. SAVILLE,
Brigadier General, U. S. A.
Commanding.

Lincoln Sky Knights
PO Box 83605
Lincoln, NE 68501-3605

John Willman, Secretary/Editor

JWILLMAN1@neb.rr.com

<http://www.lincolnskyknights.org>



For information on the web about
local events and activities

<http://metrorcflying.com/>

WHO TO CALL FOR HELP!

<i>Rich Kuenning</i>	<i>464-3256</i>
<i>Ron Vogel</i>	<i>466-0031</i>
<i>Bill Davis</i>	<i>475-2305</i>
<i>Wilson Hardy</i>	<i>890-3161</i>
<i>Dennis Osburn</i>	<i>470-0271</i>
<i>Mike Yearley</i>	<i>475-1609</i>
<i>Leonard Akert</i>	<i>489-6277</i>
	<i>rakert@neb.rr.com</i>
<i>Nick Wheatley</i>	<i>eve6w@hotmail.com</i>

UPCOMING EVENTS

CornHuckFest June 7-10
Warbirds Over Waverly – July 14
Legacy Pattern Contest – July 28

2012 LSK Officers

President: **Tyler Brown**
617-0444 **tylerzx9r@yahoo.com**

VP/CD: **Justin Gebes**
419-9590 **gebjesjustin@yahoo.com**

Treasurer: **Mike Yearly**
476-1609 **firstchair2@msn.com**

Secretary: **John Willman**
JWILLMAN1@neb.rr.com

Safety Officer: **Brad Pankoke**
797-8710 **bradpankoke@hotmail.com**

Executive Committee:

Don Svoboda
Tim O'Brien
Gary Dunkel

Webmaster: **Aaron Clark**
770-9251 **aaron@gonines.com**

**PLEASE REMEMBER!! IF YOU ARE THE LAST
PERSON AT THE FIELD IN THE EVENING,
PLEASE BE SURE THAT THE CLUBHOUSE AND
THE GATE ARE LOCKED!!!!**

**Tuesday night flying will run from May thru
September. Guests can receive introductory
flights from our members.**

**Meetings are the first Friday of every month
except December at the LSK field at 7:30 PM**

INSIDE THIS ISSUE