

MERRYL DEAN "STEVE" SCHULKE'S AVIATION STORY

June 19, 1931 - February 16, 1975

D.D.S. (Doctor of Dental Surgery) The University of Iowa: School of Dentistry 1957

- An Avid Aviator -

Vintage Aircraft Owned and Flown by Doctor Merryl Dean "Steve" Schulke



Lockheed LearStar "Air Challenger"



WarbirdAeroPress.com - Photo by Gerald Liang

Cavalier P-51 Mustang II "Doc's Doll"



North American Harvard Mk. IV aka AT-6 "Texan"



Reno Air Races, September 2002

Chuck Gardner/Warbirds Resource Group, 2002

Hawker-Siddeley "Sea Fury"



Messerschmitt Bf-109G-4 D-FWME - 7+- "Red 7"



Beechcraft T-34A "Mentor"

Steve Schulke's Aviation Story...



"Air Challenger" N5056 Photo Sanford, Florida ©Copyright by Bob Garrard

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Photographic History of "Air Challenger"

© By Bob Garrard, Mick Bajcar and Peter M. Garwood

Aircraft	Picture taken at...
<p>More: Air Challenger</p> <p>More: Lear Learstar II (L-18) (LearCamper) by Al Barrs</p> 	<p>Orlando - Sanford International Airport (Central Florida Regional) (SFB / KSFB)</p> <p>More: USA - Florida, April 1976</p>
Remark	Photographer
<p>N5056 (cn 18-2500) Delivered to the USAAF as model 18-56-23, C-60A-5-LO 42-56027. Converted to LearStar in 1956. Other registrations include NC88744, N88744, N14M, N1414, N505S and CP-2046. Seen here as titled for an around the world flight from east to west.</p>	<p>More: Bob Garrard</p> <p>Contact Bob Garrard</p> <p>Link to me!</p>

<http://www.airliners.net/photo/Air-Challenger/Lear-Learstar-II/1122556/L/>




Photo ID: 1122556	Views: 32922	Aircraft	Location & Date
		Air Challenger Lear Learstar II (L-18)	Orlando - Sanford International (Central Florida Regional) (SFB / KSFB) USA - Florida, April 1976
		Remark	Photographer
		N5056 (cn 18-2500) Delivered to the USAAF as model 18-56-23, C-60A-5-LO 42-56027. Cvtd to Learstar in 1956. Other regns include NC88744, N88744, N14M, N1414, N505S and CP-2046. Seen here as titled for an around the world flight which was not completed.	<p>Bob Garrard</p> <p>Contact</p> <p>Link to me!</p>




Photo ID: 0593089	Views: 2685	Aircraft	Location & Date
		Untitled Lear Learstar II (L-18)	Fort Lauderdale - Hollywood International (FLL / KFLI) USA - Florida, June 20, 1978
		Remark	Photographer
		N5056 (cn 18-2500) This former C-60A Lodestar (ex 42-56027) was converted to LearStar Mk2 in 1956/1957. It was impounded for drug smuggling and is seen here in storage with the Sheriff's department. It was sold in Feb 1980 and eventually ended up in Bolivia as CP-2046.	<p>Mick Bajcar</p> <p>Contact</p> <p>Link to me!</p>

Photo ID: 1146557	Views: 4865	Aircraft		Location & Date	
	Untitled		Santa Cruz - El Trompillo (SRZ / SLET)		
	Lear Learstar II (L-18)		Bolivia, November 5, 1992		
	Remark			Photographer	
	CP-2046 (cn 18-2500) Their flying careers over, a pair of Lockheeds rest in the long grass.			Peter M. Garwood	
	Formerly U.S.A. N5056			 Contact	

Final Resting Place of "Air Challenger" Bolivia, South America...RIP...

Doctor Merryl Dean "Steve" Schulke

I (Al Barrs) begin my contribution to Steve Schulke's aviation story with perhaps his biggest and most satisfying aviation exploit, his and his family's around the world flight from east to west following and tracing an earlier world record flight made from east to west, the more difficult world encirclement flight since prevailing winds are normally from west to east.

Steve's Air Challenger project involved Lockheed LearStar CN 18-2500, Reg. U.S. #N5056 which Steve bought specifically for his around the world flight. He names his aircraft "Air Challenger" and he and his entire family, wife, son and two daughters along with a co-pilot/A&P Technician planned their flight around the world together.

Steve invited me to go with him and his family as his co-pilot/A&P Technician but unfortunately I had other responsibilities that I could not leave. At the time I was the Chairman of the Aircraft Maintenance Technology FAA Licensed A&P Technician Training Division, and Director of Worldwide Military Education and Training Division at Embry-Riddle Aeronautical University in Daytona Beach, Florida, as well as the owner and manager of Aerodyne Industries in DeLand, Florida where we bought wrecked single and twin-engine aircraft, rebuilt them and sold them worldwide. We also sold used aircraft parts to other re-builders. About the same time I also bought Gill-Check Valve Company and took over the management of that enterprise.

I thought I could let Steve's family, friends, acquaintances and aviation enthusiasts know a little more about the Lockheed/Bill Lear LearStar aircraft that I believe is the one that was confiscated for drug smuggling after Steve's death on February 16, 1975. This is the Lockheed conversion by Bill Lear LearStar that Dr. Schulke of Orlando, Florida bought to make his around the world flight from east to west. In so doing I thought I would include all the WWII aircraft Steve owned and flew during Steve's aviation endeavors.

I became a player in Steve's aviation story when Dr. Merryl Dean "Steve" Schulke, a dentist in Orlando, FL, contacted the President of Embry-Riddle Aeronautical University, Jack Hunt, in

Daytona Beach, FL about designing an interior for a DC-3 airplane that he and his family planned to fly around the world from east to west in the early 1970s.



Dr. Schulke's family and their "LearCamper" named "Air Challenger" N5056 conversion designed and built by Al Baus' Aerodyne Industries, DeLand Florida early 1970s



Dr. Schulke's "LearCamper" "Air Challenger" N5056 undergoing engine exchange in Germany during around the world flight



"Air Challenger" N5056 at Tullamarine, a suburb of Melbourne, Victoria, Australia April 14, 1974 ©Popular Aviation.com

Apparently there was some kind of notable world record flight, which I have been unable to locate the particulars on, that occurred some years before Steve Schulke's flight. I have been unable to find any achieved account for that east to west flight world record feat that occurred some time in aviation history. All that I know is that Dr. Schulke wanted to trace that flight, not break any time record. For him and his family the flight would be a vacation outing. Sorry, I don't remember who Steve said had set the world record. Steve just wanted to trace the flight path around the world and land at each location the original flight landed, not necessary to break the old time record. (NOTE: Anyone with knowledge of that world record east to west flight is asked to contact me, *Al Barrs*, at e-mail address albarrs@wfeca.net.)

Dr. Schulke also owned and piloted a Cavalier P-51 Mustang II (2-seater) and had owned and flew a number of other WWII aircraft. Steve was an experienced aerobatic pilot and often flew his Mustang II at air shows on a regular basis. This was the P-51 Mustang flown by USA ace (18-1/2 Nazi kills during WWII) **Major Leonard "Kit" Carson** and famed air show pilot **Bob Hoover**. Steve Schulke and I would bore holes in the sky and perform aerobatics north of DeLand Airport in his Cavalier Mustang II. Steve was a competent and safe pilot. He had 2100 pilot in command hours as a pilot.

The year after his and his family's around the world flight in "Air Challenger", which Steve piloted, he and his 17 year old son were killed when, I was told at the time by competent aviation involved professionals, an aileron came off or another component of a wing failed on Steve's Beechcraft T-34A or A-45 owned by Challenge Unlimited, a company Steve had created. Steve had named his 44ft sailing boat "Sea Challenger" and his Lockheed LearStar "Air Challenger" which fitted in perfectly with his new company "Challenge Unlimited". The Beech T-34A, N7724B Mentor trainer, Steve and his son were flying near and to the north of Eustis, Lake County, Florida experienced some sort of mechanical or structural problem that resulted in Steve and his young son Jeff's deaths. The T-34A was owned by Steve's new company, Challenge Unlimited. Incomplete reports of the crash, on the Internet today, state that the crash was a result of "pilot in command failed to obtain/maintain flying speed and improperly operated the flight controls." I can't say for sure whether or not these Internet reports are biased or if they simply omitted critical structural problems and T-34 history, but I can say, in my opinion at least having known and flown with Steve Schulke, that critical decision making information and structural engineering data was omitted by these Internet authors. Perhaps they didn't have all the facts or know the owner and pilot. I do know from first hand experience that Steve Schulke was not a novice pilot. He had 2100 hours of pilot in command flight time and had a vast array of WWII aerobatic pilot experience. During the times that I flew with Steve I observed him taking no chances or performing aerobatics below safe recovery altitudes. I question seriously the conclusions...guesses and assumptions perhaps...of both the NTSB investigators and private accounts who knew nothing or little of Steve's aviation history or apparently the wing structural history of the T-34. Steve was too experienced a pilot to chance a stall and spin at a low altitude with his only son, his 17 year old son, aboard when he was used to and very comfortable with flying at high altitudes in much more temperamental WWII military aircraft which are much more inherently instable than a basic T-34 Mentor trainer. There is no plausible definitive reason for Steve to be spinning an aircraft at an altitude too low for him to recover. He had done many spins during his aerobatic career. No, something went officially unreported about that T-34A accident on February 16, 1975 near Eustis, Florida.

First, what these scattered and uninformed reports said as recorded by the NTSB report MIA75AM058 was "Stall-Spin: PROBABLE CAUSE(S)"... pilot in command failed to obtain/maintain flying speed. Pilot in command - improper operation of flight controls, fire after impact. Remarks: "PROBABLE CAUSE(S)" is not a definitive statement by the NTSB inspector(s)! Aircraft entered spin in VFR weather condition at altitude insufficient to permit recovery." These Internet posters failed to tell the whole story as reported by the NTSB. None used the NTSB classification "PROBABLE CAUSE(S)" which leaves open all structural and mechanical problems that the T-34 had experienced... We know that at least 7...SEVEN... T-34A crashed in the same year that Steve Schulke's T-34A crashed. What wasn't that cluster of seven T-34A crashes in the year 1975 investigated as to possible structural or mechanical failure(s)?

The NTSB investigators were clearly, from their own report, undecided as to what occurred to cause the accident. Had the NTSB investigator(s) declared a structural or mechanical problem without substantial engineering data to back up their conclusion(s) they would have clearly created a stampede by the FAA to issue costly precautions, perhaps grounding all T-34s, requiring costly inspections and even more costly repairs to all T-34s in operation at that time. Saying that the cause was perhaps pilot error ended the issue. And, the NTSB investigators never mention the actual altitude Steve was flying because they were not there to witness the flight and did not know...they simply assumed that he was too low for a stall and spin. No one knows at what altitude the aircraft was at when it experienced trouble or structural or mechanical failure. I of course don't know if that was the case or not, but from what I know about pilot Steve Schulke and his experience as a pilot it sure appears that way when one takes into consideration all the structural activity of the FAA from 1999 onward. It appears to me at least that the NTSB investigator(s) had not made no effort to investigate the capability and experience that Steve had in high performance relatively unstable WWII fighter aircraft. Perhaps neither the NTSB nor FAA was paying close enough attention in 1975 even in the face of so many T-34 crashes in one year. I provide that FAA intervention later in this same eBook. Surely the NTSB investigators were aware of the other six T-34A crashes that same year. There were seven (7) T-34A crashes in 1975 alone! If not purposeful, their report was nothing more than a guess and assumption based on perhaps a lack of knowledge regarding Steve Schulke's pilot experience and his 2100 hours of pilot in command of a variety of WWII high performance aerobatic capable aircraft. He had an abundance of experience in his own P-51 Mustang II flying at air shows all over the U.S.A., Steve had lots of experience in the high power P-51 Mustang and Hawker Sea Fury British WWII fighter aircraft, AT-6 Texas trainers and T-34 Mentor trainers among other high performance WWII era aircraft as well as his pilot-in-command of a Lockheed LearStar twin flight around the world about a year before his untimely death, 1974. It is simply inconceivable that Steve Schulke would have been so careless with his only 17 year old son aboard. No, I firmly believe that T-34A accident was caused by what I had been told shortly after it happened by reliable airport pilots, A&P technicians and airport operators...that "an aileron had come off" the T-34 and threw the aircraft into an unrecoverable spin, which could of course have been another component, part, fitting or spare failure that snapped the aileron loose. In any case I have never seen or been able to find any NTSB engineer test data on that aircraft crash. Structural failure is the more plausible cause given Steve Schulke's experience as an aerobatic pilot and the later FAA recognized structural wing problems of the T-34 Mentor and particularly the first built T-34As found in this eBook. Doing stalls in an airplane is a common and accepted training practice for even student pilots...I have done many myself without incident when I was learning how to fly. I was also required by my FAA check-pilot to do stalls and recovery to pass my flight test for my FAA pilot license, as everyone does.

That was a sad day for me and private aviation...

While flying with his 17 year old son over Lake County, FL north of Eustis, Florida an aileron or other wing structure or fitting failed on Steve's T-34A and he and his son spun into the ground and were killed in the crash and ensuing fire. Without an aileron or in the event of a failed wing structure, such as a spar or spar fitting, recovery from a spin is impossible. The result is a spin or spiral into the ground regardless of altitude. At the time of his death Steve still owned the Lockheed LearStar "Air Challenger", which I had tagged the "LearCamper" after I had converted the LearStar business aircraft into a family camper for Steve's family flight around the world.

Emessages Aviation Safety Network on Steve Schulke T-34A Accident Reporting

From: [Harro Ranter](#)

E-mail: hr@aviation-safety.net

Date: 9/5/2012 5:13:30 AM

To: albarrs@wfeca.net

Subject: ASN Wikibase submission (16-FEB-1975 Beechcraft T-34A Mentor)

Hi, Thanks for your submission for the Aviation Safety Network Wikibase. Your entry for the following accident has been added to the database. **16-FEB-1975 Beechcraft T-34A Mentor N7724B** >> <http://aviation-safety.net/wikibase/wiki.php?id=4499>

From: [Harro Ranter](#)

Date: 9/5/2012 5:13:25 AM

To: albarrs@wfeca.net

Subject: Re: ASN Wikibase correction by Al Barrs: 16-FEB-1975 Beechcraft T-34A Mentor N7724B

Dear Al,

This is the NTSB entry on the accident:

http://www.nts.gov/aviationquery/brief.aspx?ev_id=47074&key=0

Kind regards,

Harro Ranter

President

Aviation Safety Network - *an exclusive service of the Flight Safety Foundation*

hr@aviation-safety.net

<http://aviation-safety.net>

http://www.nts.gov/aviationquery/brief.aspx?ev_id=47074&key=0

Dr. Steve Schulke 16 FEB 1975

NTSB Identification: **MIA75AM058**
14 CFR Part 91 General Aviation
Aircraft: BEECH T-34A, registration: **N7724B**

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT	PILOT DATA	F S M/N	PURPOSE
------	------	----------	---------------	----------	--------	------------	---------	---------

3-0208	75/2/16	NORTH of EUSTIS, FL	BEECH T-34A	CR-				
1 0 0		NONCOMMERCIAL	COMMERCIAL, FL. INSTR.,					
		TIME - 1045 AM ET	N7724B	PX-				
1 0 0		PLEASURE/PERSONAL TRANSP	AGE 43, 2100 TOTAL HOURS,					
		DAMAGE-DESTROYED	OT- 0 0 0					UNK/NR IN TYPE,
								INSTRUMENT RATED.

DEPARTURE POINT

SANFORD, FL

INTENDED DESTINATION

LOCAL

TYPE OF ACCIDENT

STALL: SPIN

PHASE OF OPERATION

IN FLIGHT: OTHER

PROBABLE CAUSE(S)

PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED

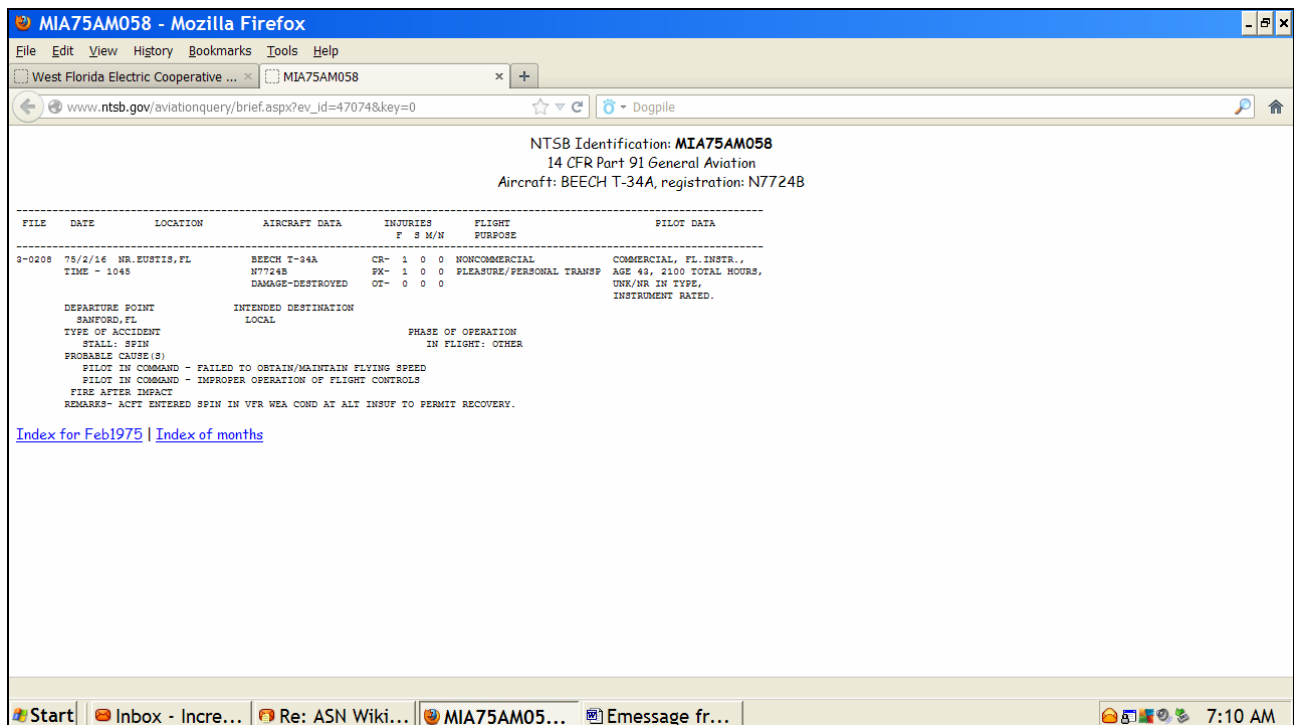
PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS

FIRE AFTER IMPACT

REMARKS- ACFT ENTERED SPIN IN VFR WEA COND AT ALT INSUF TO PERMIT RECOVERY.

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Screen capture of above data...



RESPONSE:

WED SEP 5th

Good morning;

Thanks for replying to my e-message about subject air crash.

Please note that your report omitted critical wording that the NTSB entered in their report...
"PROBABLE CAUSE (S)"

My analysis, as a former aircraft pilot, A&P technician and aircraft remanufacture business owner and manager, is also a valid statement in the face of the NTSB's failure to declare a definitive cause for the accident.

In all fairness to Dr. Schulke's family, friends, associates and his excellent record of flying high performance WWII era aircraft and in the safe operation of his Cavalier Mustang II P-51 at many air shows all across the United States without incident, and when I was aboard "Doc's Doll" Mustang II is not indicative nor like Steve to be so careless with his young and only son aboard a T-34A Mentor low performance trainer.

In fact Steve had owned other military trainer aircraft such as a Harvard MK IV trainer (a.k.a. T-6 Texan) in which he had often also performed aerobatics. In my aircraft and aviation experience I believe the claim immediately after the crash on FEB 16, 1975 as told to me by local professionals in the aviation and aircraft maintenance business, that an aileron had come off the T-34 Mentor trainer aircraft in flight, is also a more "PROBABLE CAUSE" of the crash than pilot error and failed pilot judgment, and that timely information should also be reported in light of the accident being classified by the NTSB inspectors as "PROBABLE". I concede the cause may not have actually been an aileron but some wind component that failed and caused the aircraft to spin out and crash.

Of course the NTSB inspectors decision to list the cause of the accident as "PROBABLE", intentional or unintentionally, factually protected the owner, Challenge Unlimited of Kissimmee, Florida, of the T-34 Mentor and their insurers of the T-34A from serious litigation since Dr. Schulke owned and operated a large dental practice in Orlando, FL, had two surviving daughters and a widow. I do not know what information or data the NTSB investigators' decision was based on but their report leaves unanswered question in my and other aviation professionals' minds at least.

Following is another report of an earlier incident for the same T-34A Mentor, N7724B with my comments as a former aircraft re-manufacturer, A&P Technician and aircraft re-builder company owner and manager...Aerodyne Industries DeLand, Florida.

--A/ Barrs albarrs@wfeca.net

Unknown Pilot Accident 23 MAR 1969

NTSB

NTSB Identification: **CHI69F0546**

14 CFR Part 91 General Aviation

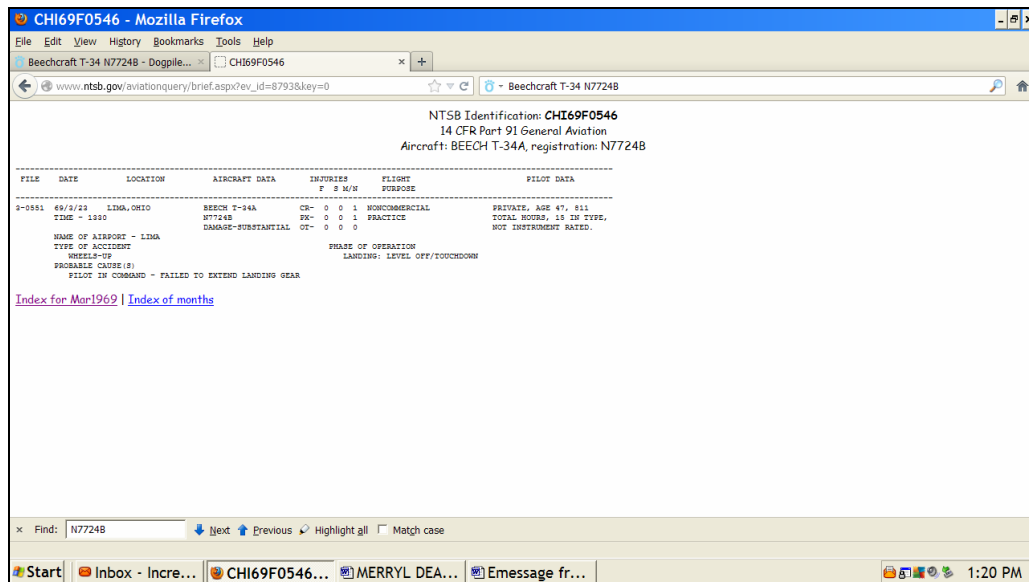
Aircraft: **BEECH T-34A**, registration: **N7724B**

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT	PILOT DATA	F S M/N	PURPOSE
3-0551	1969/3/23	LIMA, OHIO	BEECH T-34A	CR-				
0 0 1	NONCOMMERCIAL		PRIVATE, AGE 47, 811					
	TIME - 1330	N7724B	PX- 0 0 1	PRACTICE				TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.
		DAMAGE-SUBSTANTIAL	OT- 0 0 0					
		NAME OF AIRPORT - LIMA						
		TYPE OF ACCIDENT			PHASE OF OPERATION			
		WHEELS-UP			LANDING: LEVEL OFF/TOUCHDOWN			
		PROBABLE CAUSE(S)						
		PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR						

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http://www.nts.gov/aviationquery/brief.aspx?ev_id=8793&key=0

Screen capture of above data...



NOTE by Al Barrs: The T-34A that Dr. Schulke and his son were killed in had experienced another serious accident before Dr. Schulke's ill fated flight on FEB 16, 1975 and his T-34A was just one of 7 that crashed in the year 1975, the year Steve and his son died.

It was involved in a hard "wheels-up" landing on March 23, 1969 in Lima, Ohio..."**DAMAGE-SUBSTANTIAL**" said the NTSB inspectors...extensive damage!

It is very possible that some undiscovered lingering damage from that wheels-up crash contributed to the fatal crash on February 16, 1975. There is no data to indicate when or where the T-34A was repaired and recertified, or by whom... --*Al Barrs* albarrs@wfeca.net

1969 Accident Record

Beechcraft T-34A Mentor N7724B not listed by Aviation Safety Database...

NOTE by Al Barrs September 16, 2012: This 1969 accident of the same T-34A has been omitted from the Aviation Safety Database...yet the same T-34A accident of 1975 has been included in the Aviation Safety Database! WHY? Is there something going on here that might point to mitigating structural damage that caused N7724B's aileron or wing to fail on FEB 16, 1975?

I received this reply on SEP 17, 2012...

From: [Harro Ranter](#)

Date: 9/17/2012 1:26:06 AM

To: albarrs@wfeca.net

Subject: Re: Beechcraft T-34A Mentor N7724B

The database was initially filled with all fatal accidents and accidents that resulted in the airplane being destroyed. All taken from the NTSB database. Any other accidents that are listed were added by visitors to our web site.

Kind regards,

Harro Ranter

President

Aviation Safety Network - *an exclusive service of the Flight Safety Foundation*

hr@aviation-safety.net

<http://aviation-safety.net>



On SEP 17th I responded...

I asked Mr. Ranter by e-message to advise how I could submit the NTSB report of the 1969 T-34A accident and have it also listed in their Aviation Safety Network Database.

I have submitted my contribution to the NTSB report of this T-34A Mentor...

Al Barrs

+++++

Steve Schulke's Aviation Story Continued...

Doctor Schulke's Around the World Flight Dream

President Jack Hunt, President of Embry-Riddle Aeronautical University (Himself a world record holding Navy pilot in "Blimps" i. e. "Airships" first met Steve Schulke when he came over to E-RAU to discuss his around the world flight aspiration.

Jack Hunt had set a world record distance flight while serving in the U.S. Navy. Jack's long distance flight held up until the Mercury space flight. U.S. Navy Commandeer, Jack Hunt captained a U.S. Navy "Airship", ZPG-2W. Operationally the ZPG-2W "Airship" was used to fill radar gaps in the North American early warning network during the "cold war" between the Contiguous Barrier and the Inshore Barrier.

In a demonstration of the ability to stay on-station for extended times, in a record making flight, a ZPG-2, sn 141561, flew a circuit non-stop flight from Naval Air Station Lakehurst, New Jersey to west Africa and onto the U.S. Naval Air Station in Key West, Florida covering a distance of 9,448 mi (15,205 km) in 264.2 hours.

That record breaking flight exceeded the lighter than air distance record of 6,980 mi (11,233 km) set by the German Graf Zeppelin in 1929. In March 1957, a ZPG-2, the "Snow Bird" piloted by **Commander Jack Hunt, USN**, took off from Naval Air Station South Weymouth, Massachusetts, and landed 10½ days later at NAS Key West, Florida. The "Snow Bird" airship with a crew of 13 set a new "distance record of 9,740 miles and an endurance record without refueling.

After talking at length with Steve Schulke about his around the world project President Hunt sent Dr. Schulke over to my office. I was at the time the Chairman for the Aviation Maintenance (A&P) FAA certified training division of E-RAU and the Director of Worldwide Military Education and Training for E-RAU. I also owned and managed Aerodyne Industries in

DeLand, Florida where we bought damaged and wrecked aircraft, remanufactured them and sold them and used parts worldwide.

Dr. Schulke first wanted to buy a DC-3 for his around the world flight. However the DC-3 had a peculiar problem for what Dr. Schulke wanted designed and built for his around the world flight.

Since the DC-3 is a tail-dragger it presented livability problems when on the ground and in the air. Never-the-less I gave it some thought and came up with a way to make the DC-3 livable for the trip by building modules which were level on the ground and on modules like the kitchen appliances, which were required to be level to operate properly, I designed a set of appliance gyroscopic gimbaled mounts so such thing as the refrigerator, stove, etc. which had to be level at all times to operate, would be level and work on the ground and in the air regardless of the attitude of the aircraft.

Later during another visit to E-RAU **Jack Hunt** talked Steve out of the DC-3 because of its limited range...he had to make the non-stop flight from California to Hawaii, which was his longest non-stop leg.

Dr. Schulke then decided on a Lockheed LearStar with executive interior and seating designed and installed by William Lear, of later Learjet fame. Lear's conversion of the old WWII Loadstar by Bill Lear was done before Bill Lear began building the Learjet. I don't know if Jack Hunt recommended the Lockheed Loadstar L-18 or not. Steve nor President Hunt never said. Still, the LearStar was a tail dragger and its selection didn't altar the problem of interior livability design for me. The tail dragger problem didn't go away with Steve's purchase of the LearStar twin-engine aircraft for me. Actually it complicated my work. The Lockheed L-18 Loadstar, even converted into a business aircraft as a LearStar, was much smaller than a DC-3. The added interior space problem forced me back to the drawing board and the downsizing of the interior conversion modules.

The problem, for me at least, then became how to downsize the DC-3 interior living modules to fit the LearStar interior space to, seat, sleep and feed six people? Anyone familiar with the Lockheed LearStar, i. e. L-18 Loadstar, will understand that it is not a large aircraft and certainly did not have the space of a ground travel trailer or a DC-3.

After purchasing LearStar N5056 Dr. Schulke came back to my E-RAU office and asked me about redesigning the interior for the smaller LearStar. We talked for a while over coffee and discussed the pending design problems. I resisted and almost backed out, but Steve bugged me on several visits until I said OK, I would see what I could come up with in the way of a useable design to achieve Dr. Schulke's requirements to accommodate 6 people day and night, in flight and on the ground, for an extended period of time. I told Steve that I would see what I could do by way of designing a livable interior for his LearStar.

We contacted Lockheed Corporation and they sent me the original Lockheed plans for the Loadstar L-18 and I used those plans to design the interior modules for Steve's LearStar.

We also talked with Bill Lear about his experience with the Lockheed Loadstar conversions to LearStar configurations and his LearStar customization projects. Steve invited Bill to accompany him on the flight. Mr. Lear said that he would like to go on that flight but business responsibilities precluded his joining the trip.

Dr. Schulke needed to seat, sleep and feed 6 people. Based on that requirement I finally came up with a strategy to meet his need for his planned around the world trip and redesigned the interior, downsizing it to fit the LearStar fuselage space.

On top of that requirement I had to include two Auxiliary fuel tanks in the cabin behind the pilot's compartment, one on each side of the aisle, so Steve could make the flight from California to Hawaii with legal fuel reserves. I also had to design and build an auxiliary 24 and 12-volt gas-powered generator that could be used to charge the airplane batteries and operate the 12-volt module appliances I had installed. Plus the generator had to be build so that it could be stored in the small luggage compartment of Steve's LearStar "Air Challenger". I also had to design and install a toilet and lavatory with a holding tank and a macerating pump so sewage would be dumped over open water or pumped through a hose to toilets at airstrip and airport hangars.

I finally finished the design work and presented the plans to Dr. Schulke. He said that they were just what he wanted. I was pleased. I gave him a copy of the interior plan drawings and he took them to a number of aircraft customizing shops around the U.S. flying his LearStar for cost estimates to build and install the modules. Steve came back somewhat depressed over the quotes. I knew that they would be high. Aircraft interior conversions were known to be expensive. Steve told me that they wanted too much money for the conversion project. He never said what the actual cost proposals were but I knew from my aircraft remanufacturing business in DeLand that most companies in the business of building custom interiors for aircraft were terribly expensive. Steve then came back to me and literally begged me, over a period of several months, to build the modules and get his "LearCamper" certified by the FAA for his flight.

I resisted for some time and every Saturday Steve would show up at my home airport in DeLand, Florida in his P-51 Cavalier and we would go flying and then sit in the airport restaurant drinking coffee and talking about the flight, his LearStar and my activities in the aviation business. I could see that Steve was really anxious to make this around the world flight. What an aircraft the P-51 is! It is still one of the most beautiful prop-driven aircraft in the world, not to mention its range and maneuverability advantages. Even when it rained on the weekend Steve

would drive up from his Winter Park home to DeLand to meet and talk with me. We would meet at the airport restaurant at the DeLand Airport, have coffee and talk airplanes and his new project aspirations. We did finally, over time, develop a close personal friendship and I finally relented and took on the project for Steve. I built the individual modules and installed the equipment and attached them to the existing interior floor brackets where the seats had been attached. I removed all but four seats. That way I didn't need to do a complete weight and balance check and the modules could be easily removed and the passenger seats reinstalled when they returned from their around the world flight. The modules weighted no more than the seats. The seats could also be removed so the aircraft could be used as a transport aircraft. My purpose was to make Steve's LearStar a triple-use aircraft...business executive, transport and camper. However we did end up doing a weight and balance on the LearStar after installing the auxiliary fuel tanks in the cabin, but the weight and balance was within FAA and Lockheed specifications.

I also had to design and wire all the 12-volt appliances I had installed. I chose mostly stainless steel boat appliances, and then design a master systems control panel with all the switches, lights, etc. to control the 24 and 12-volt systems in the aircraft. I used a boat upholster business to fabricate the couch/bunk cushions. Everything I installed was quality, durable and attractive black walnut finish.

Then and when I had finished the conversion to Steve's "LearCamper", he and his dental staff had an open house red carpet going away party in the Sanford Airport hangar before taking off on the 1st leg of the around the world flight, a non-stop flight to California. Steve had aviation friends fly in from all over the United States in their P-51s P-38, Sea Fury, etc. for the going away party. The ramp in front of the "Air Challenger" hangar was a spectacular scene with all the WWII era aircraft sitting there. Dr. Schulke's staff actually had a red carpet down and Steve seemed to enjoy most showing off the modules and particularly the master electrical control panel I had designed and built, installed and labeled. And he seemed to get a great deal of enjoyment in showing me off to his aviator friends too. To me it was out of character to draw attention and a bit embarrassing. It was a great send-off party though and I enjoyed Steve's eagerness and happiness with his "Air Challenger". He was like a child on Christmas morning...

I had installed the master control panel on the rear bulkhead on the right hand side of the bulkhead as you enter the aircraft through the rear hatch (entry) so it was easily accessible from inside and outside the aircraft. Behind the control panel was the new toilet, lavatory, macerating pump and plumbing. All of the new appliances, materials and supplies only cost about \$8,000.00 (early 1970 prices) so it was without a doubt a great bargain for Steve and he knew and appreciated it. I didn't charge him anything for my design work time or my time building and installing the modules. I only charged Steve for the materials, appliances and supplies as well as some special hand tools I had to purchase for the project. It was more a favor for a

friend than a job to me. Now after Steve's death, I am glad I relented and helped him achieve his most personal important and enjoyable flight...his flight of a short lifetime as it turned out.

Orlando Channel 6, I believe it was, came up to the DeLand Airport to shoot a special piece on the aircraft as I was building and fitting the modifications. I never saw the TV special because I was too busy to watch TV and never got a copy from the TV station. I did hear from people who did see the special airing and their response was enthusiastically supportive and positive. Many wished they could do a similar flight...

Dr. Schulke, his family and an A&P pilot friend of Steve's made the trip around the world.

Actually Steve didn't finish the trip around the world in one continuous flight. They stopped on Pacific Islands and saw the sites...they vacationed...they camped. When they arrived in Europe Steve's "Air Challenger" experienced an engine problem in Germany. He had to locate and replace an engine in Munich, Germany. Because of the delay removing, installing, running-in and test flying the engine Steve decided to fly his family and co-pilot back to the states and return later when "Air Challenger" was ready to fly again with a co-pilot and fly the LearStar back to Sanford, Florida...which he did, completing his around the world flight. Steve telephoned me from Germany to let me know about the engine problem and told me that he was considering coming home commercially because of his dental practice in Orlando, but he said that he would return to complete the flight around the world when the aircraft was ready to fly again.

Some writers, not knowing the particulars about Steve, the aircraft or his flight plan, claim that the flight was never completed. Some claim that it was an "air ambulance"...because of the 4 bunk beds that converted to couches during the day. Steve's around the world flight was completed. However, and since there was no intention by Steve to break the long standing world record, he simply completed the flight later.

When Steve and his family left Sanford, Florida for California on the 1st leg of the around the world flight he had no timeframe for completion his flight in mind. Time was not a factor in Steve Schulke's around the world flight. It was tracing the legs and landing in the locations of the earlier world record setting flight that he was more interested in accomplishing and he achieved that objective. Air Challenger and Steve Schulke ended up at the same Sanford, Florida airport it and he had begun his flight around the world.

Dr. Schulke asked me to go on the flight with him and his family as his A&P mechanic/co-pilot but I had other work responsibilities that prevented me from taking that much time off from my other responsibilities. I did however consider it a great honor for him to have asked me.

Steve did call me several times in different parts of the world to give me a progress report on their flight. Everything was going fine and they were having great fun he said, until they arrived

in Germany and experienced engine trouble. He had to replace the Wright Cyclone R-1820 engine in Munich, Germany. Steve told me by phone from Germany that as luck would have it he found a brand new engine in a hanger in Germany and did an exchange purchase...probably a left over WWII U.S. Air Corps engine he said. I believe Steve did say that the engine was a left-over WWII bomber engine still in its olive drab steel engine shipping container and still in its cosmoline preservation (waterproof grease) packing.

Before I began the construction of the interior of "Air Challenger" Steve told me that he had sold his 65 foot sailing yacht, which he and his family had used to sail around the world, to buy and make the world record flight from east to west around the world.

Other than the engine replacement Steve said everything that I had designed and built worked like clockwork. He was a happy aviator and camper... and I was a satisfied designer and A&P technician...another job done well.

I was very surprised and depressed when I heard that Dr. Schulke and his young son had died in an air crash in 1975. After Steve's and his son's deaths I kind of forgot about the old LearStar i. e. "LearCamper", aka "Air Challenger" experience and went on to do other things. The next I heard about Dr. Schulke's pride and joy "Air Challenger" was that it had been confiscated in a drug arrest...apparently it was involved in two drug incidents following Steve's death and the sale of "Air Challenger".

My involvement with this LearStar was during the early 1970's...1972-1974. Today I am retired and live on my farm in northwest Florida, U.S.A. My aviation days are behind me, but the memories linger on...

Bibliography of Al Barrs, Researcher and Author

Al Barrs is a leading expert in precision-based industry training design, training program development, instructional delivery methodologies, performance evaluation, corporate training and development consulting and human resource management, jobs description development and project management, and the aviation industry in management and technician rolls.

He is a proven training system designer, developer and consultant. He is the owner of Precision-Based Industry Training Design Company (P-BIT Design) and Aerodyne Industries. He holds a Masters Degree in Design and Management of Post-Secondary Education from Florida State University; a Florida State Teacher Certification and a Florida State Director of Vocational-Technical Training Centers Certification; he has a Bachelors Degree in Business Management and a Bachelors Degree in Aviation Management. He has an Associate of Science Degree in Aircraft Maintenance Management, a Certificate of Completion in Airframe and Powerplants Technician, A Certificate of Completion in Turbine Engines Technician. He is also an FAA

(Federal Aviation Administration) licensed pilot and FAA licensed A&P Technician (Airframe and Powerplants Technician).

He is a former private university professor, university division chairperson and worldwide U.S. Military Education and Training Division director. He is a Florida community college education coordinator of occupational education program development and division administrator. He is a Director of Community College Associate of Science, Occupational Certificate Programs and Avocational Programs and Courses. He is a Florida Department of Education certified Director of Florida Certified Vocational-Technical Centers. He is a successfully Federal grants writer and program developer. He is a successfully international corporate human resource training designer, implementation manager and operations director. He is credited with designing numerous "innovative" Florida vocational and technical training programs and courses.

He has designed, implemented and managed many education and training development programs for higher education and technical training institutions and corporate businesses. He has served as a consult to many education and training institutions, businesses and Federal agencies in manager and worker training design, program development, program implementation, performance evaluation methodologies and human resource training and development department setup and management and department staff training. He has conducted occupational analysis workshops for over 30 years and trained and certified clients in the occupational analysis (OASIS) workshop process for over 20 years. He served as a consultant and reviewer of U.S. Military MOS occupations and training with the American Council on Education (ACE), Washington, D.C.

Al Barrs has also, over a long career and life, researched, assembled and written many books and articles on training and education, family histories, United States History and on human related technical topics such as DNA and genealogy, and the human mind.

Since his retirement on February 15, 1997 Al Barrs has done research and written many eBooks and eArticles on family history, his life, American history, online training modules and genetics which he has posted several on his Website eBooks and eArticle by Al Barrs at URL:

<http://www.wix.com/albarrs/usandfamilyhistory>

"Air Challenger" Lockheed L-18 LearStar N5650

The following incorrect and incomplete information appeared on the Internet...

Dr. Merryl D. "Steve" Schulke

LearStar N5056: Dr. Merryl D. Schulke, Orlando, FL; Acquired, 29.3.73. (March 29, 1973) (Lien to the Atlantic Bank of Orlando to the amount of \$35,000); Converted to 4 berth medical transport aircraft, 3.74: (NOTE by Al Barrs: Not so, the conversion was not to a "4-berth

*medical transport", it was converted to a 4-birth and two-hammock camper aircraft by Al Barrs e-mail albarrs@wfeca.net. The two-hammocks were suspended over the aux fuel tanks. The 4-births were bunk-style modules which I built based on a yacht design in which the top bunk flipped over in the daytime to make two couches.) Seen with Air Challenger titles at Munich *Neubiberg, Germany 15.6.74 taking part in a round the world flight (which apparently was never completed). (NOTE by Al Barrs: Not so, the flight was completed, but not until after a new engine was installed. Dr. Schulke, his family, co-pilot/A&P Technician flew back to the states and Steve returned later to fly "Air Challenger" back to the U.S.A. and Sanford, Florida.) Seen at Blackbushe 10.8.74. Flew Bristol-Shannon 15.8.74. (NOTE by Al Barrs: The around the world flight was completed By Dr. Schulke after an engine replacement in Germany.)*

***Neubiberg Air Base** is a former German and United States Air Force airfield which was closed in 1991. It is located 9 km south of the city of Munich, Germany.

Bill Lear and the Lockheed LearStar Conversions

The names of Dee Howard and Ed Swearingen are probably familiar to many aviation enthusiasts. But the name of Bill Lear is, with his famous Lear Jet (Learjet) series of business aircraft, became almost a household name. Lear too started on the road to fame converting Lockheed type L-18s, Loadstar; only Lear started converting already civilianized Lodestars into luxury executive transports called, as one might expect, "LearStar". Bill Lear's Lear-craft conversion company gathered together some of the best engineers and production experts in America.

Lear believed that the design of the Lodestar could be improved with the wealth of knowledge of drag problems compiled by research agencies since the Lodestar was originally designed.

Initially Lear offered a 270mph (432kmh) TAS at 10,000ft (3048m) at only 58% power but was aiming for 300mph+ (480kmh+) in his LearStar aircraft.

The first flight of the LearStar Mk 1 took place on 19 May 1954 with deliveries commencing in 1955 to the Butler Aviation Company in Chicago, Illinois. Lear's conversion time was 4 months per aircraft. The LearStar Mk I was followed, in 1956, by the Mk II LearStar which offered the same performance but with a 40% acquisition cost saving, the conversion cost being \$175,000.

First aircraft N10P was delivered to Plymouth Oil Company in June 1956 and served with them through to April 1962. It then went to a succession of owners until it was last reported as being abandoned at an airstrip at South Bimini Island in the Bahamas Islands off the Florida coast in 1983. Lear intended to sell between 200-300 LearStar executive aircraft for \$650,000 each but by 1956 he had only sold 60 units.

The Lockheed Loadstar Aircraft

From the Lockheed Twin Site Website: "At least two basic versions of the LearStar were eventually offered. The initial version was the Mk 1 which was powered by R-1820-76A engines, at 1425 hp. With standard and long range models being offered depending whether one opted for the 470 USG (1,779 l) or 696 USG (2,635 l) wing tank held in Lear's modified outer wing. The first flight took place on May 19, 1954 with deliveries commencing in 1955 to Butler Aviation Company in Chicago, Illinois, USA (N16L s/n 2508), conversion time was approximately 4 months per aircraft."

Miscellaneous Loadstar and LearStar Aircraft



Lodestar N56LH near Bankstown, a suburb of south-western Sydney, in the state of New South Wales, Australia on 6 June 1992; photo by Bob Livingstone



Photo: Bob Livingstone

L-18

Lodestar N56LH Photo: Bob Livingstone



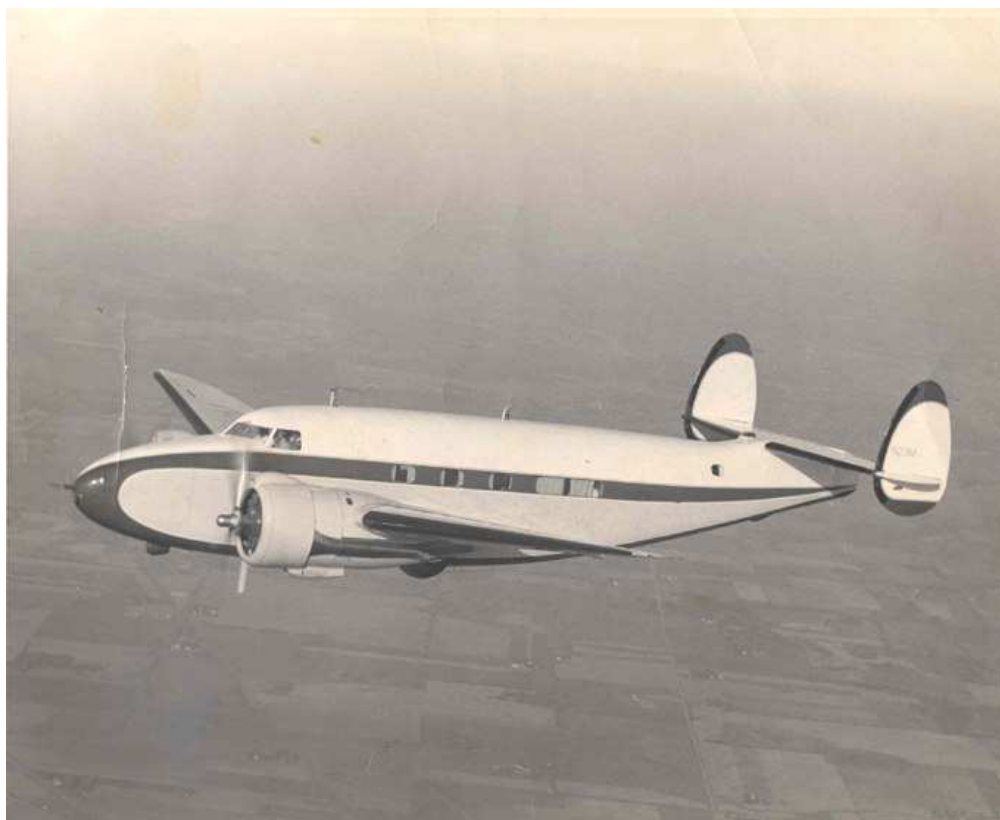
THE LOCKHEED FILE www.adastron.com



L-18



A gorgeous LearStar ©Copyright Steve Williams, Airlines.net



LearStar

Lockheed Model 18 Lodestar

--From Wikipedia

The **Lockheed Model 18 Lodestar** was a passenger transport aircraft of the World War II era. It was also modified and used as a Hudson bomber by the U.K.

The prototype of the Lockheed Model 18, which first flew in 1939, was constructed from one of a batch of Lockheed Model 14 Super Electra which had been returned to the manufacturer by Northwest Airlines after a series of crashes of Model 14s. The fuselage was lengthened by 5 ft (1.5 m), enabling the fitting of two more rows of seats and hopefully making the aircraft more economical to operate. However, most U.S. airlines were by then committed to purchasing the Douglas DC-3, and Lockheed found the Lodestar difficult to sell in the United States.

A total of 625 Lodestars of all variants were built.

Model 18 Lodestar

Variants: C-56 / C-57 / C-60 / R5O

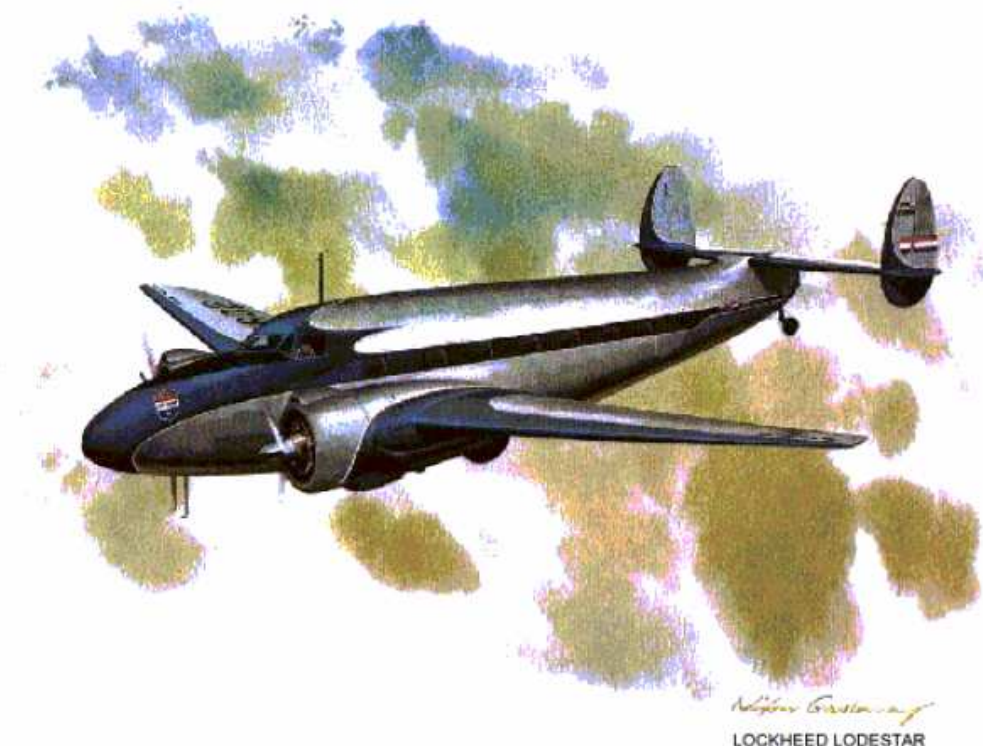
Role	Passenger transport
National origin	United States
Manufacturer	Lockheed
First flight	September 21, 1939
Introduction	March 30, 1940
Primary user	United States Army Air Corps
Number built	625
Developed from	Lockheed Model 14 Super Electra
Variants	Lockheed Ventura



N511L Learstar Mk1. Lear Siegler Inc., Grand Rapids, MI. 1968

Overseas sales were a little better, with 29 bought by the government of the Netherlands East Indies. South African Airways (21), Trans-Canada Air Lines (12) and BOAC (9) were the biggest airline customers. Various radial Pratt & Whitney and Wright Cyclone powerplants were installed.

When the United States started to build up its military air strength in 1940-41, many American operated Lodestars were impressed as the C-56. This was followed by the construction of many new-build Lodestars which were flown by the Army Air Force as the **C-60** and U.S. Navy as the **R50**. Lend-lease aircraft were used by the RNZAF as transports.



LOCKHEED LODESTAR

One was bought in 1942 to serve as Brazilian President, Getúlio Vargas', personal aircraft. This aircraft was specially designed for that purpose and had 11 seats.

After the war many Lodestars were overhauled and returned to civilian service, mostly as executive transports such as Dallas Aero Service's **DAS Dalaero** conversion, Bill Lear's **LearStar** (produced by PacAero), and Howard Aero's **Howard 250**.

Many of the New Zealand aircraft were later used for aerial topdressing.

A single Lodestar served with the Israeli Air Force during the 1948 Arab-Israeli War.

A number of skydiving operations in the United States used Lodestar aircraft during the 1970s and 1980s.

A few of the Howard 250 aircraft were even converted to tricycle undercarriage.



Howard 250 Lodestar conversion fitted with tri-gear.
At Opa Locka Airport, Miami-Dade in 1981

Around 10-15 are still airworthy in the U.S.A. alone. An example of a Lodestar converted for commercial use exists at the 1940 Air Terminal Museum in Houston,

Texas. A Lodestar Cn2026 ZS-ASN of South African Airways is preserved and on display at the South African Airways Museum Rand Airport Johannesburg, South Africa.

Variants of the Lockheed Loadstar Aircraft:

18-07: Powered by two 875 hp Pratt & Whitney Hornet S1E2-G engines; 25 built plus two prototypes.

18-08: Powered by two 1,200 hp Pratt & Whitney Twin Wasp S1C3-G engines; 33 built.

18-10: Powered by two 1,200 hp Pratt & Whitney Twin Wasp S1C3-G engines; 39 built.

18-14: Powered by two 1,200 hp Pratt & Whitney Twin Wasp S4C4-G engines; four built.

18-40: Powered by two 1,200 hp Wright Cyclone G-1820-G104A engines; 26 built.

18-50: Powered by two 1200hp Wright Cyclone G-1820-G202A engines; 13 built.

U.S. Army Lodestars

C-56: Powered by 1,200 hp Wright 1820-89 engines, one Model 18-50 for evaluation.

C-56A: One impressed Model 18-07 with two Pratt & Whitney R-1690-54 engines.

C-56B: Thirteen impressed Model 18-40s with two Wright 1820-97 engines.

C-56C: Twelve impressed Model 18-07.

C-56D: Seven impressed Model 18-08.

C-56E: Two Model 18-40s impressed in 1943.

C-57: As Model 18-14 powered by two 1,200 hp Pratt & Whitney R-1830-53 engines.

C-57A: Allocated for impressed aircraft, not used.

C-57B: Based on Model 18-08 fitted for trooping; seven aircraft built.

C-57C: Re-powered C-60A with Pratt & Whitney R-1830-51 engines; three aircraft converted.

C-57D: Re-powered C-57C with Pratt & Whitney R-1830-92 engines; one aircraft converted.

C-59: Based on Model 18-07 powered by Pratt & Whitney R-1690-25 Hornet engines; 10 aircraft built, transferred to Royal Air Force as **Lodestar IA**.

C-60: Model 18-56 powered by Wright R-1820-87 engines; 36 aircraft built, some transferred to RAF as **Lodestar II**.

C-60A: As the C-60 but fitted out as a paratroop transport powered by Pratt & Whitney R-1830 Twin Wasp engines; 325 aircraft built.

XC-60B: One C-60A fitted with experimental de-icing equipment.

C-60C: Proposed 21-seat troop transport aircraft, never built.

C-66: Powered by Wright R-1820-87 engines; one aircraft built, 11-passenger interior for transfer to the Brazilian Air Force.

C-104: Original designation for C-60C

U.S. Navy Lodestars

XR5O-1: One Model 18-07 acquired for evaluation powered by 1,200 hp (895 kW) Wright R-1820-40 engines.

R5O-1: Staff transport powered by 1,200 hp (895 kW) Wright R-1820-97 engines; three aircraft built, two for the USN and one for the United States Coast Guard.

R5O-2: Navy version of the C-59 powered by 850 hp (634 kW) Pratt & Whitney R-1690-25 engines; one aircraft built.

R5O-3: Powered by 1,200 hp (895 kW) Pratt & Whitney R-1830-34A engines. Originally 4-seater VIP transports; three aircraft built.

R5O-4: Powered by 1,200 hp (895 kW) Wright R-1820-40 engines. Impressed. 7-seater staff transports; 12 aircraft built.

R5O-5: Navy version of the C-60 powered by 1,200 hp (895 kW) Wright R-1820-40 engines. Similar to the R5O-4 but had 14-seats; 38 aircraft built and three former NEIAF aircraft.

R5O-6: Navy version of the C-60A for the US Marine Corps, equipped with 18 paratroop seats; 35 built.



L-18

Lockheed Loadstar Aircraft

Specifications (C-60A-5):

--Data from Lockheed Aircraft since 1913

General characteristics:

- **Crew:** 3
- **Capacity:** 18 passengers
- **Length:** 49 ft 10 in (15.19 m)
- **Wingspan:** 65 ft 6 in (19.96 m)
- **Height:** 11 ft 10 in (3.6 m)
- **Wing area:** 551 ft² (51.2 m²)
- **Empty weight:** 12,500 lb (5,670 kg)
- **Loaded weight:** 17,500 lb (7,938 kg)
- **Max. takeoff weight:** 21,000 lb (9,825 kg)
- **Powerplants:** 2 X Wright R-1820-87 nine-cylinder air-cooled radial engines, 1,200 hp (895 kW) each

Performance:

- **Maximum speed:** 266 mph (231 knots, 428 km/h) at 17,150 ft (5,230 m)
- **Cruise speed:** 200 mph (174 knots, 322 km/h)
- **Range:** 2,500 mi (2,174 nmi, 4,025 km)
- **Service ceiling:** 25,400 ft (7,740 m)
- **Climb to 10,000 ft (3,050 m):** 6.6 minutes

Armament:

- None

Lockheed Hudson Aircraft

One of the few combat aircraft to have been developed from a civil transport, the Lockheed Hudson maritime patrol bomber (and navigator trainer) owes its basic design to the Lockheed Model 14 Super Electra of the late 1930s. The Hudson was a smooth handling and popular aircraft which never quite had the performance needed in warfare. Nevertheless, it made a fine contribution to the Allies' war effort.

Based on the Super Electra civil transport, the Hudson was the first American-built aircraft to fly with the Royal Air Force during World War II. The airframe was instantly recognizable as a modified Electra, with more powerful engines, gun armament and internal bomb-bay. This bomber was rushed into production to meet Britain's requirement for a maritime patrol aircraft and navigation trainer to defend against Nazi submarines around the U.K.

Search and rescue Hudson aircraft were also built, with a lifeboat stored under the fuselage.

After its early success in U.K. use, the Hudson was employed by the U.S. Army Air Corps in A-28 and A-29 attack variants and as the AT-18 advanced trainer.

The U.S. Navy adopted the Hudson as a patrol bomber and called it the PBO.

U.S. Navy Hudson aircraft sank two U-boats on 15 March 1942. This was the first of several such successes in combat. A Lockheed A-29 sank the German submarine U-701 on 7 July 1942.

The German submarine U-701 was destroyed on 7 July 1942 off Cape Hatteras, U.S.A. While running on the surface U-701 was attacked by a Lockheed Hudson bomber of 396 Squadron USAAF. U-701 was hit by two bombs and sank. Seventeen of her crew were able to escape, but were adrift for two days before being found and rescued by the US Coast Guard. By that time just 7 men had survived. The final resting place of U-701 is 115 feet below the surface of the Atlantic. U-701 is still intact, retaining its 88mm deck gun. Because of the limited exposure of the wreck, there are not large quantities of marine life on the wreck.

Hudson aircraft were used by many Allied air forces, including the Soviet Union and South Africa. The aircraft continued to serve faithfully in support roles up until the end of WWII.



Hudson aircraft also saved lives. This aircraft from No. 123 Squadron, Royal Canadian Air Force, carried a large lifeboat under the fuselage, which could be dropped to survivors at the scene of a disaster.



This emasculate Hudson with the pre-1942 American markings and British camouflage was one of the first A-29 Lend Lease aircraft repossessed by the U.S.A.



This highly polished Hudson is an AT-18 gunnery trainer. These aircraft allowed trainee gunners to fire shots realistically from the turrets in peacetime conditions.

	Lockheed Hudson (Technical Specification)
Role	Maritime patrol-bomber
Manufacturer	Lockheed
Maximum Speed	396 kmh (245 mph)
Maximum Range	3,154 km (1,955 miles)
Ceiling	7,620 meters (25,000 feet)
Weight	

Empty Maximum Takeoff	5,275 kg (11,605 lbs) 7,938 kg (17,464 lbs)
Dimensions Wingspan Length Height Wing Area	19.96 meters (65 ft) 13.51 meters (44 ft) 3.61 meters (12 ft) 51.19 square meters (551 sq ft)
Engines	Two Wright GR-1820-G-102A radial piston engines each providing 820-kW (1,100 hp)
Armament	Two 7.62 mm (0.30 cal) forward firing machine-guns Two similar weapons in a dorsal turret plus up to 635 kg (1,400 lbs) of bombs or depth charges in internal bomb-bay



Beechcraft T-34 "Mentor" Primary Basic Training Aircraft



The T-34 Mentor is a single-engine, basic trainer aircraft designed and manufactured by Beechcraft Aircraft Company (now known as Hawker Beechcraft) for the United States Air Force (USAF) and United States Navy (USN). It was derived from the Beechcraft Bonanza aircraft. About 2,300 T-34s were built between 1953 and 1959.



T-34 Turbo



A U.S. Navy T-34B

Chippewa Aerospace signed a contract with NASA's Glenn Research Centre in April 2010 to overhaul the avionics of the NASA operated T-34 Mentors.

Variants of the T-34 trainer aircraft

The T-34 has seven variants: YT-34, T-34A, T-34B, YT-34C, T-34C Turbo-Mentor, T-34C-1 and Turbo-Mentor 34C. The YT-34 is a prototype model.

The **T-34A** is an advanced trainer built for the USAF. It is powered by a single Lycoming O-470-13 piston engine.

The T-34B is an improved model deployed by the USN. It features differential braking to aid steering control, rudder pedals and wing dihedral. The first T-34B was delivered to the USN in 1955.

"The basic T-34 was powered by a Continental E185 Piston aero-engine."

The T-34C is an upgraded version of T-34B, incorporated with modern turboprop engines.

The T-34C-1 is an armed version built for export to Argentina Navy, Taiwan Air Force, Ecuadorian Air Force and Navy, Gabon Presidential Guard, Indonesian Air Force, Moroccan Air Force, Peruvian Navy and Uruguayan Navy. It was introduced in 1977.

T-34 Orders and Deliveries

The Algerian national pilot training school acquired six civil Turbine Mentor 34Cs in 1979 at a cost of \$3.5m. The Dryden Flight Research Centre of NASA procured the first of two T-34Cs from the USN in 1996 to operate from the Glenn Research Centre in Cleveland, Ohio for demonstrating turboprop engines. The USN delivered six T-34Cs to the U.S. Army to chase aircraft at Edwards Air Force Base and Fort Bragg.

Design of the T-34 Training Aircraft

The T-34 was designed by modifying the Beechcraft Bonanza. Design modifications included superseding the Bonanza's fuselage with narrow fuselage and incorporating modern engines. The aircraft can hover with a flight envelope of +10g and -4.5g. It can execute hard landings even in bad climatic conditions.

T-34 Development

The development of T-34 began in 1940s under the designation Beechcraft Model 45 for replacing the **North American T-6 Texan II** aircraft. Three design

concepts were initially proposed, but the final design was issued in 1948. The maiden flight of the Model 45 took place in December 1948.

"The T-34 boasts a spacious cockpit enclosed with an oval shaped glass canopy." In 1950, the USAF ordered three YT-34 test aircraft whose production commenced in 1953. The YT-34 was renamed as T-34 in March 1953. It was selected by 23 countries worldwide to train professional military pilots. The T-34 entered service with the USAF in May 1954.

Production of T-34A and T-34B was halted in 1956 and 1957 respectively. The B45, a licensed version of T-34, was produced in Canada, Japan and Argentina until 1958. Its production was suspended in 1959.

An improved version, the T-34C Turbo Mentor, was built in March 1973. It is powered by the Pratt & Whitney Canada PT6A-25C turboprop engines rated at 559kW of output power. Despite the suspension of T-34C production in April 1990, many T-34s still remain in service. Training squadrons at the Whiting Field have superseded the T-34C, with the **T-6 Texan II**.

T-34 cockpit

The T-34 boasts a spacious cockpit enclosed with an oval shaped glass canopy. The cockpit can accommodate two flight crew members, a trainee pilot and a flight instructor in the tandem seat configuration to provide clear visibility. It is fitted with a LCD display, DX6i 2.4GHz computer radio, AR6200 receiver, timer, servo monitor and progressive trainer system.

Armaments and Munitions

The T-34 can be armed with two 7.62mm general purpose machine guns which can fire munitions at the rate of 500 to 600 rounds a minute. The muzzle velocity and weight of the gun are 853m/s and 10.5kg respectively.

It can carry up to 544kg of weapons payload including flares, fire bombs, anti-tank missiles and rocket pods.

Engines

The T-34 is powered by a single Continental E185 Piston aero-engine rated at 138kW of output power.

Landing gear

The aircraft is fitted with a tricycle type landing gear, comprising two single-wheeled main gears which pull back into wings, and a dirigible nose gear which retracts into the engine compartment upon take-off.

T-34 performance

The T-34 can climb at the rate of 7.5m/s. The maximum and cruise speeds of the aircraft are 518km/h and 396km/h respectively. The stall speed is 98km/h. The range and service ceiling are 1,311km and 9,145m respectively.

U.S. Defense Sector - Market Opportunity and Entry Strategy to 2015

Detailed analysis and forecasts of the U.S. defense market are available from our business information platform Strategic Defense Intelligence. For more information click [here](#) or contact us: EMEA: +44 20 7936 6783; Americas: +1 415 439 4914; Asia Pacific: +61 2 9947 9709 or via e-mail.



T-34



T-34

T-34 -- The PA-18 was replaced by the new T-34 in 1955.

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Piper Aircraft PA-18 Military Trainer



PA-18 --In 1952 the PA-18 was added to the training fleet to aid in early screening of flight students and to permit students to develop some degree of proficiency before advancing to the more complex T-6. The PA-18's normally operated from the sod area adjacent to the hard surface runways used by the T-6's.



AT-6 Texan

AT-B/SNJ -- The North American T-6 Texan was known as "the pilot maker" because of its important role in preparing pilots for combat. Derived from the 1935 North American NA-16 prototype, a cantilever low-wing monoplane, the Texan filled the need for a basic combat trainer during WW II and beyond.



T-34



T-34's

<http://www.stevesairshow.com/factfile/t-34.html>



T-34

Airliners.net Photo ID 1639634:



T-34

Airliners.net Photo ID 1598828:



T-34

Airliners.net Photo ID 1567207:

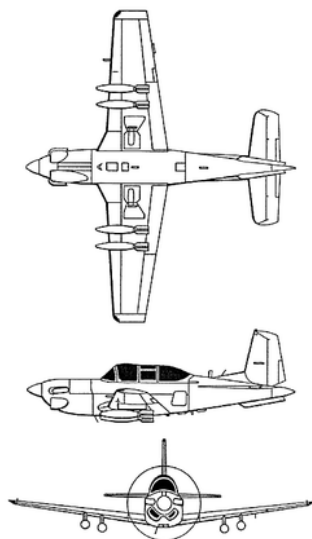


T-34

Airliners.net Photo ID 1488844:



T-34



T-34

Airliners.net photos

Airliners.net Photo ID 1336419:



T-34

Airliners.net Photo ID 0402014:



T-34

Airliners.net Photo ID 1320316:



T-34

Airliners.net Photo ID 1635099:



T-34



T-34



T-34



T-34



T-34



T-34

War Bird Registry Website

<http://www.warbirdregistry.org/t34registry/t34registry.html>

Beechcraft T-34 Mentor Basic Trainer

Versions:

T-34A

Initial model for the US Air Force, powered by single Lycoming O-470-13 piston engine rated at 168 kW. The first production - of eventually 450 T-34As - was delivered to Edwards Air Force Base, Calif., in October 1953 for evaluation, and deliveries to the Air Training Command began in **1954**. The Mentor remained the standard USAF primary trainer until the introduction of the Cessna T-37 jet trainer in the late 1950s. As they were replaced by T-37s, many T-34s were turned over to base aero clubs, many of which were sold to private individuals.

T-34B

Produced for the U.S. Navy, the T-34B had only differential braking for steering control on the ground instead of nose-wheel steering, additional wing dihedral and, to cater for the different heights of pilots, adjustable rudder pedals instead of the moveable seats of the T-34A. 423 airframes built, replaced by the T-34C model.

T-34C

In 1973 the Navy made the decision to purchase the T-34C, a variant with an upgraded turboprop engine, eventually ordering 334 airframes. The first T-34C Turbo-Mentor began student training in January 1978 and total production of this model eventually reached 353. These aircraft have operated in the salt-rich environment of the Florida and Texas gulf coasts while maintaining high operational readiness rates demanded by the USN training command. The T-34 has enjoyed a remarkably long and successful stint as the primary trainer for the Navy. It is still serving as the primary trainer while the T-6 is being phased into service. Two T-34B were converted into **YT-34C** prototypes. Development aircraft designated **NT-34C**. The **T-34C-1** export model is fitted with four under-wing store stations.

T-34 Wing Spar

The Issue: In April 1999, a Beech T-34 engaged in mock aerial combat crashed near Rydal, Georgia. NTSB reports indicate that the crash was preceded by an **in-flight separation of the wing**. Metallurgical examination revealed fatigue cracks at multiple locations in the wings of the accident aircraft. As an interim fix to this problem, the FAA issued an AD placing airspeed and G-load limitations on the T-34. Raytheon developed a "mandatory" service bulletin (SB) 57-3329 to inspect the critical fatigue locations on T-34 aircraft. On May 5, 2000, the FAA published a proposed AD (2000-CE-09-AD) mandating Raytheon's recommended wing spar inspections. On July 2, 2001, the FAA finalized the AD mandating wing spar inspections. On July 30, 2002, the FAA issued a Special Airworthiness Information Bulletin listing approved AMOCs and extending the AD compliance deadline.

On December 22, **2003**, the FAA issued an Airworthiness Concern Sheet (ACS) as part of the Airworthiness Concern Process. In the ACS, the FAA stated that it

was considering rescinding all four AMOCs to AD 2001-13-18 and the 200-hour extension that was referenced in SAIB CE-02-38R2. The reason for rescinding all four AMOCs given was because they did not address Location (3) and/or Location (4). The reason for rescinding the 200-hour extension given was that it was based on engineering judgment that **the lower rear bathtub fitting was a precursor to fatigue cracking in the wing**. The FAA no longer felt the lower rear bathtub fitting was a precursor to fatigue cracking in the wing based on the data from the accident in Texas. (*On what engineering data did the FAA base this decision on? This was in 2004.*)

The FAA published a revision of AD 2001-13-18 on March 1, **2004**. This AD rescinded all four approved alternate methods of compliance (AMOCs) and required all T-34s that had accumulated 80 hours time in service since the original AD was issued in August 2001 to comply with Raytheon Service Bulletin SB57-3329 for additional inspections. These inspections would continue at 80-hour intervals.

December 10, **2004** — The Federal Aviation Administration has issued an emergency AD applicable to all T-34 aircraft models following the **December 7, 2004, in-flight separation of the left wing of a third aircraft**.

March 7, **2005**, the FAA issued Special Airworthiness Information Bulletin (SAIB) CE-05-36 to alert T-34 owners of an approved inspection program for airplanes that have not yet reached 3,800 hours total time in service (TIS).

UPDATE: April 19, **2005**, the FAA has issued several "alternate means of compliance" (AMOC) that will allow most T-34s to get back in the air this summer.

The new AMOCs will allow most owners to fly their T-34s for up to 60 hours, provided they don't exceed 152 knots or -0/+2.5 Gs, **don't fly aerobatics, avoid flight into known moderate or severe turbulence**, and complete a surface eddy current inspection. It applies to aircraft that have had wing spar modifications by GAMI, Nogle & Black, or Parks Industries. Owners need to contact the original AMOC holder to get the 60-hour flight extension.

Those aircraft modified by the **Saunders Strap AMOC** must complete the same surface eddy current inspection as the other AMOCs. However, once the inspection is completed, the airplane is returned to its original flight envelope and has a 300-hour interval between inspections of the center section.

The importance to our members:

The FAA's Emergency AD 2004-25-51 grounds all T-34s until they can be inspected or modified under a program approved by the Wichita Aircraft Certification Office. However, investigators do not know yet exactly what caused the left wing to fail, so there is no approved inspection program; therefore, the T-34s are effectively grounded for an indefinite period.

The AD does allow owners to fly their aircraft back to home base or to a maintenance facility. For that purpose, owners may fly the aircraft for up to 10 hours within the next 30 days, provided they do so in VFR conditions, do not exceed 152 knots, and do not impose any loads on the aircraft greater than Normal-category flight (-0 to +2.5 G). *(So, how could the NTSB come to the conclusion in the face of all these wing problems and resulting crashes...7 crashed in 1975 alone...that Dr. Schulke's T-34A crash was due to pilot error and not structural failure? Short answer...THEY COULDN'T IN GOOD CONCIENCE!*

--Al Barrs)

Most Recent Web Postings:

T-34s can fly again — for a while...

The FAA has issued several "alternate means of compliance" (AMOC) that will allow most T-34s to get back in the air this summer. And there is a special AMOC for air show performer Julie Clark that will permit her to fly at least some of her performances this season. The T-34 Association worked closely with the FAA to obtain this solution, while AOPA assisted by working with both groups.

The Beechcraft T-34 Mentors, former military training aircraft similar to the Bonanza, were grounded late last year following the **third in-flight breakup** of a T-34 used in mock aerial combat. (See "AOPA advocates for owners of aging aircraft" at <http://www.aopa.org/whatsnew/regulatory/regt34.html>)

For more information, contact the **T-34 Association**: <http://www.t-34.com/>

Significant Provisions:

Emergency AD 2004-25-51

- Issued December 10, 2004, and is effective immediately upon receipt.
- This AD affects Beech Models 45 (YT-34), **A45 (T-34A)**, B-45), and D45 (T-34B) airplanes, all serial numbers that are certificated in any category.
- This AD is the result of **cracks found in a location that was previously inspected and found to comply with AD 2001-13-18 R1, and two new locations.**
- Issued to detect and **correct cracking in the wing structure** of the affected airplanes, which **could result in the wing separating from the airplane with consequent loss of control of the airplane.**
- AD requires you to perform an inspection and/or modification program approved specifically for this AD by the FAA Wichita Aircraft Certification Office (ACO) prior to further flight after the receipt.
- You may operate the airplane up to 10 hours time-in-service (TIS) provided the flight(s) occur(s) no later than 30 days after receipt of this emergency AD to return/position the airplane to a home base, hangar, maintenance facility, etc.

During the time allowed before compliance with paragraph (e)(1) of this AD or for any approved special flight permit, you must adhere to the following limitations:

1. NEVER EXCEED SPEED, V_{NE} — 175 MPH (152 knots);
 2. NORMAL ACCELERATION (G) LIMITS — 0, and +2.5;
 3. **ACROBATIC MANEUVERS PROHIBITED.**
 4. FLIGHT INTO KNOWN OR FORECAST MODERATE OR SEVERE TURBULENCE IS PROHIBITED.
 5. DAY VISUAL FLIGHT RULES (VFR) OPERATION ONLY.
 6. PILOT AND ANY ADDITIONAL FLIGHT CREW MEMBER REQUIRED FOR SAFE OPERATION.
- Special flight permits are allowed for this AD.
 - To help in the long-term airworthiness solution for the safety and continued airworthiness of these airplanes, FAA is requesting data from every owner/operator on the following on these airplanes: (i) **Service/Repair**

History (cracked/fatigued structure); (ii) Maintenance Schedule; and (iii) Total Hours Time-In-Service (TIS). Send to Paul Nguyen, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: 316/946-4125; facsimile: 316/946-4107; e-mail: paul.nguyen@faa.gov.

Revision of AD 2001-13-18

- AD becomes effective on March 15, **2004**.
- AD supersedes AD-99-12-02 and mandates the initial and repetitive inspections spelled out in Raytheon's mandatory service bulletin SB-57-3329. **If cracks are found, the AD mandates wing spar replacement.**
- AD rescinds all four approved alternate methods of compliance (AMOCs)
- Requires all T-34s that have accumulated 80 hours time in service since the original AD was issued in August **2001** to comply with Raytheon Service Bulletin SB57-3329 for additional inspections.

Airworthiness Concern Sheet

- On December 22, **2003**, the FAA issued an Airworthiness Concern Sheet (ACS) on Beech T-34 aircraft to AOPA and type clubs.
- ACS proposes an additional inspection of two fatigue locations on T-34s in addition to existing AD **2001-13-18**.
- On December 31, **2003**, the FAA issued Flight Standards Information Bulletin FSAW 03-11, titled Special Inspection for T-34 Mentor Aircraft.
- "This bulletin provides guidance to Flight Standards District Offices (FSDO) in order to perform a special inspection on operators of T-34 aircraft. The special inspection is divided into two operating categories. Category 1 pertains to T-34 aircraft used in high 'G' operations such as Air Combat and Upset training. Category 2 pertains to other low 'G' operations such as military flying clubs, partnerships, and privately owned aircraft used In Title 14 of the Code of Federal Regulations (14 CFR) part 91 operations."
- "Within 30 days of the effective date of this FSAW, inspect all Category 1 operators of T-34 aircraft offering air combat and upset training to the public for current annual/100 hours inspections, AD compliance (especially AD 2001-13-18 or its AMOC), and general airworthiness condition. Within

120 days of the effective date of this FSAW, inspect all Category 2 operators of T-34 aircraft for compliance with annual / 100 hour inspections, compliance with all ADs (especially AD 2001-13-18, or its AMOC), and general airworthiness condition."

Raytheon Aircraft Corporation Mandatory SB 57-3329 and AD 2001-13-18

- **Citing the existence of fatigue cracks in the wing spars of the accident airplane**, Raytheon has issued "mandatory" SB 57-3329 calling for an exhaustive initial inspection and repetitive wing spar inspection at 80-hour intervals.
- **The FAA estimates that the initial inspection will cost \$14,460 per airplane, and each repetitive inspection will cost nearly \$1,900.**
- Raytheon has refused to produce replacement wing spars. Some aircraft may be retrofitted with Beech 55 or 58 series wing spars through STC. Such a replacement would cost over \$14,000.
- Although Raytheon's service bulletin recommends that the wing spar inspections be completed prior to further flight, the final AD allows up to 80 hours TIS or 1 year (whichever occurs later) to conduct the initial inspections.
- FAA approved alternative means of compliance (AMOC) include a Nogle and Black front wing spar replacement, Aviadesign, Inc. inspection and spar strap, and a T-34 Association rear bathtub fitting fluorescent inspection procedure.
- SAIB CE-02-08 lists approved AMOCs and provides means to extend the compliance deadline of AD 2001-13-18
- SAIB CE-02-08 extends the AD compliance deadline by 200 hours TIS or 24 months, whichever occurs first, provided owners adhere to operational limitations and inspect the rear spar attach fitting for cracks.
- SAIB CE-02-08 requires inspection of the rear spar attach fitting via the FAA approved T-34 Association fluorescent inspection procedure. If inspection reveals no cracks, owners may continue operation under the operational limitations listed in AD 2001-13-08 while they await completion of an approved AMOC.

- Owners must schedule a time for completion of an AMOC to utilize the extended AD compliance deadline. Details are included in the SAIB attached below.

AOPA Position:

AOPA is concerned with this latest accident and how it will affect the future of T-34 aircraft. On a larger scale, we are also concerned with how this accident will affect the FAA's overall views on aging aircraft. As with most issues, a myriad of mitigating factors may have led to this most recent wing failure and will impact the actions taken by the FAA and the T-34 community. AOPA will continue to work closely with the FAA and the affected industry to explore viable solutions that adequately address the safety concerns.

Status:

- April 19, **2005**, the FAA has issued several "alternate means of compliance" (AMOC) that will allow most T-34s to get back in the air this summer. The new AMOCs will allow most owners to fly their T-34s for up to 60 hours, provided they don't exceed 152 knots or -0/+2.5 Gs, **don't fly aerobatics, avoid flight into known moderate or severe turbulence**, and complete a surface eddy current inspection. It applies to aircraft that have had wing spar modifications by GAMI, Nogle & Black, or Parks Industries. Owners need to contact the original AMOC holder to get the 60-hour flight extension. Those aircraft modified by the **Saunders Strap AMOC** must complete the same surface eddy current inspection as the other AMOCs. However, once the inspection is completed, the airplane is returned to its original flight envelope and has a 300-hour interval between inspections of the center section.
- March 7, **2005**, the FAA issued Special Airworthiness Information Bulletin (SAIB) CE-05-36 to alert T-34 owners of an approved inspection program for airplanes that have not yet reached 3,800 hours total time in service (TIS).
- February 25, **2005**: T-34 Public Meeting Presentations

- January 18, **2005**, the FAA announces a public meeting of interest to owners and operators of Raytheon Aircraft Company (Raytheon) Beech Models 45 (YT-34), A45 (T-34A, B-45), and D45 (T-34B) airplanes. The purpose of the meeting is to discuss technical issues and potential corrective actions related to the continued operational safety of the affected airplanes, specifically related to the structural fatigue of critical structure and Airworthiness Directive (AD) 2004-25-51.
- December 10, **2004**, the FAA publishes Emergency AD 2004-25-51 effectively grounding fleet.
- March 1, **2004**, the FAA publishes revision to AD 2001-13-18.
- December 31, **2003**, AOPA responds to FAA's Airworthiness Concern Sheet.
- December 31, **2003**, the FAA issued Flight Standards Information Bulletin FSAW 03-11 titled Special Inspection for T-34 Mentor Aircraft.
- December 22, **2003**, the FAA issued an Airworthiness Concern Sheet (ACS) on Beech T-34 aircraft to AOPA and type clubs.
- July 2, **2001**, the FAA issued final AD 2001-13-18.
- July 5, **2000**, the FAA extended the comment period to October 15, 2000.
- May 5, **2000**, the FAA issued proposed AD 2000-CE-09-AD.
- February **2000**, Raytheon issued "mandatory" SB 57-3329.
- June 14, **1999**, the FAA issued AD 99-12-02.

Related Documents:

- SAIB CE-05-36, March 7, 2005 (requires Adobe Reader)
- Public Meeting Announcement, January 18, 2005

- AD 2004-25-51, December 10, 2004
- AD 2001-13-18 R1, March 1, 2004
- AOPA response to ACS, December 31, 2003 (requires Adobe Reader)
- SAIB CE-02-38R1 (supersedes SAIB CE-02-38) (requires Adobe Reader)
- SAIB CE-02-38 (requires Adobe Reader)
- AD 2001-13-18, July 2, 2001 (requires Adobe Reader)
- Comment period extension to NPRM 2000-CE-09-AD, July 5, 2000 (requires Adobe Reader)
- NPRM 2000-CE-09-AD, May 5, 2000 (requires Adobe Reader)
- NTSB accident report ATL99FA072 (report of April 1999 mock aerial combat accident in Rydal, Georgia)
- Raytheon SB 57-3329, February 2000 (requires Adobe Reader)
- AD 99-12-02, June 14, 1999 (requires Adobe Reader)

Updated Friday, April 22, 2005 4:09:37 PM

Related Links

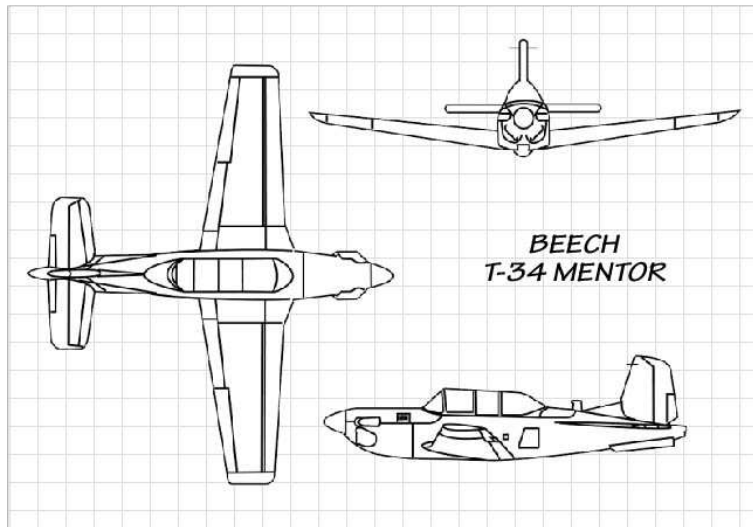
- AOPA advocates for owners of aging aircraft
- AOPA works to keep aging aircraft safe, affordable
- AOPA, T-34 Association seek alternatives to grounding T-34 fleet
- AOPA, T-34 type club press FAA for more time on airworthiness concern
- Industry scores victory for T-34 and aging aircraft
- FAA restricts T-34 ops after wing failure



T-34 Cockpit



T-34



Aviation Safety Network

<http://aviation-safety.net/wikibase/wiki.php?id=4499>


Tragedy Strikes the Schulke Family on February 16, 1975...

NOTE: This T-34A N7724B that Dr. Schulke and his son died in was involved in a hard wheels-up landing in Lima, Ohio in 1969 and sustained "substantial damage" as reported by the NTSB. It is not known when, where or by whom the aircraft was repaired and returned to service by. This accident could have contributed to the believed aileron or spar failure on February 16, 1975 when Dr. Steve Schulke and his son Jeff were killed in N7724B... The case isn't closed on what occurred to cause the deaths of Steve Schulke and his 17-year old son. The NTSB gave no engineering report on the aircraft.

--Al Barrs September 5, 2012

February 16, 1975 Accident:

Beechcraft T-34A Mentor N7724B: ASN Wikibase Occurrence #4499

acc. date	type	reg.	operator	fat.	location	dmg
16-FEB-1975	Beechcraft T-34A Mentor	N7724B	Challenge Unlimited	2	near Eustis, FL	 w/o

Merryl Dean Schulke, 43 and Son, Jeffrey Theodore Schulke age 17 Beechcraft T-34A Mentor N7724B:

Date: 16-FEB-1975

Time: 10:45AM ET



Type: Beechcraft T-34A Mentor

Operator: Challenge Unlimited

Registration: N7724B

C/n / msn: 52-8274

Fatalities: Fatalities: 2 / Occupants: 2

Other fatalities: 0

Airplane damage: Written off (damaged beyond repair)

Location: near Eustis, FL -  United States of America

Phase:

Nature:

Departure airport:

Destination airport:

Narrative by NTSB: "Aircraft entered spin in VFR weather conditions at altitude insufficient to permit recovery." *Note by Al Barrs: The NTSB did not say why the spin occurred in VFR weather conditions at a low altitude! They did not say that no structural damage was observed or that any engineering testing had been completed to learn the factual and definitive cause of the crash. And they did not*

say how they knew after the accident at what altitude the aircraft was flying when it sent into a spin... There are more questions than answers about this suspicious fatal T-34A crash...

Sources: NTSB; Date/Time: 25-Feb-2008



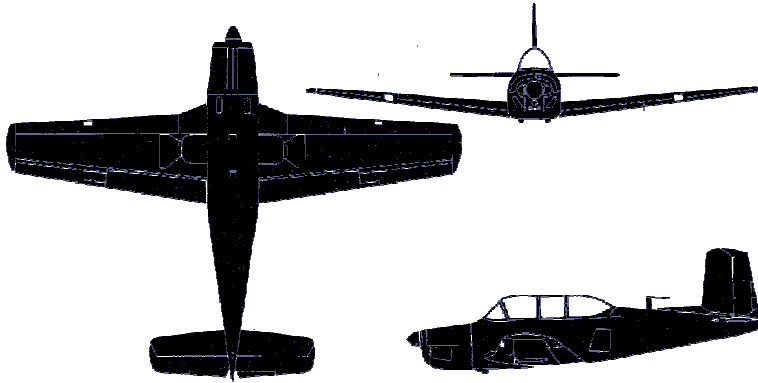
Beechcraft T-34A "Mentor": <http://www.vietnamwarflight.com/aircraft/mentor.shtml>



T-34A

Model: T-34A
Year Built: 1953
Construction #: AF-53-4119
Civil Registration: N663DB

Specifications & History



Wing Span: 32 ft 10 inches
Length: 25 ft 11 inches
Engine: Continental O-470
 230hp
Empty Weight: 2,156 pounds
Gross Weight: 2,900 pounds
Maximum Speed: 190mph
Range: 821 miles
Crew: 2
Number Built: 450

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**Other Aircraft Owned and/or Flown by Dr. Steve Schulke of Winter Park,
 Orange County, Florida U.S.A.**

Cavalier Mustang II: P-51 2-seat by Cavalier Aviation Sarasota, Florida



A Cavalier Aviation conversion, seen here at the Reno Air Races in September 1968
 USAAF serial is 44-63481, a P-51D-20-NA (Ron Olsen)

Schulke P-51 Cavalier Mustang "Doc's Doll" N2251D:



Dr. Steve Schulke's "Doc's Doll" N2251D in Steve's paint scheme. As seen in Reno September 1975

Mustangs, Mustangs Website

"The aircraft that changed the course of a war..."

<http://www.mustangsmustangs.com/>

P-51 Aces of World War II

This is a tribute to those brave men who fought hard in WWII and put their country and comrades first. And not just the fighter pilots, crew chiefs and ground personnel also deserve much praise for their hard work.

P-51 WWII Mustang Aces



WWII P-51 Aces

The list of all P-51 aces (5 or more P-51 aerial victories in WWII).

P-51 Ace-In-A-Day

The list of P-51 pilots who became an ace by scoring 5 or more aerial victories in the same day!

Top WWII P-51 Aces

The list of all P-51 aces with 10 or more aerial victories in WWII.

The above list of aces is in no means a list of only "good" pilots. Many great pilots did not get their "5" aerial kills (victories) to become aces. Depending on where they were stationed, some did not have the opportunity to mix it up with the enemy often. Also keep in mind that this list only has P-51 Mustang aces - all victories came at the controls of a P-51. Many "good pilots" are not on this list because they were flying different aircraft during the war. There are Websites that will list all the aces of World War II, check out the links section if you are interested.

MustangsMustangs.com and I would like to thank all pilots of WWII who fought for our freedom. Just because a pilot's name is not on this list does not mean that he was not vital to the success of the USAAF. Keeping the enemy away from the bombers helped win the war - no doubt.

Many acts of bravery and heroism were performed by mustang pilots. Some include landing in enemy territory (in a field) and picking up a downed pilot, putting him on the pilot's lap and somehow, flying home! Maj. Pierce W. McKennon made it home this way once. Two men in a one man cockpit was no easy act to perform. This was done more than a few times too.

In some theatres of operation, the mustang pilots did not have the opportunity to engage a large number of enemy aircraft as they did in Europe. Although later in the ETO when the Luftwaffe would not come out to play so easily, mustang pilots had to be very aggressive to confront the enemy pilots. The best way to try and understand what these brave young men went through is to read some of their books. You will find that most consider themselves ordinary guys asked to perform extra-ordinary tasks and they did!



These men are part of a generation that is hard to beat. Many of these great patriots are still around today, and a few of them can be found at the controls of the P-51s.

Dr. "Steve" Schulke's Cavalier Mustang II "Doc's Doll" 44-11622 (RCAF 9592): <http://www.warbirdregistry.org/p51registry/p51-4411622.html>

"Steve" Schulke & John (Johnny) B. Bolton, Maitland, FL, owned 44-11622; 1970-1975

- Rebuilt at Chattanooga, TN 1970 using components of N130JT/44-74435.
- Flew as "Doc's Doll".

MUSTANG / 55-744427 (RCAF 9592)

Today (2012) "Nooky Booky IV"...in France

Steve Schulke's "Doc's Doll" was sold and eventually renamed "Nooky Booky IV"



Miss Coronado 1986 formerly Doc's Doll 1970-1975



"Doc's Doll" / "Miss Coronado" / "Nooky Booky IV"

Serial #: 44-74427

Construction #: 122-40967

Civil

Registration:

N9148R

N2251D

F-AZSB

Model: P-51D-30NA

Name: Nooky Booky IV

Status:

Airworthy

Last info: 2006

History:

Delivered to RCAF as 9592.

- BOC: Nov. 8, 1950.

- SOC: Oct. 15, 1959.

Trans-Florida Aviation, Sarasota, FL, May 20, 1959-1962.

- Registered as N9148R.

Robert A. Hoover/North American Aviation, El Segundo, CA, Mar. 19, 1962-1967.

- Registered as N2251D.

- Damaged in forced landing at Myrtle Beach, SC, January 20, 1965, Bob Hoover, pilot.

-- Repaired.

North American Rockwell Corp, Los Angeles, CA, Oct. 1967-1970.

- Badly damaged on ground when Oxygen bottles exploded, Oshkosh, WI, Aug. 9, 1970.

Dr. "Steve" Schulke & John B. Bolton, Maitland, FL owned 1970-1975.

- Rebuilt at Chattanooga, TN using components of N130JT/44-74435.

- Flew as "Doc's Doll".

John J. Stokes, San Marcos, TX, Aug. 6, 1975-1978.

John T. Baugh/Baugh Aviation, Nashville, TN, Jan. 10, 1978-1989.

- Flew as JT-B/"Miss Coronado".

Paul Romine/Aero Charter Inc, Indianapolis, IN, 1990-1994.

Brian Hoffner / Kenair, Inc, West Palm Beach, FL, Aug. 18, 1994-1995.

- Flew as 411622/G4-C/"**Nooky Booker IV**".

Christophe Jacquard/JCB Aviation, Nimes, France, 1998.

- Registered as F-AZSB.

Baudet/JCB Aviation, Nimes-Courbessac, France, May 15, 2000-2006.

- Flown as 411622/G4-C/"**Nooky Booky IV**".

Touchdown Aviation

<http://www.touchdown-aviation.com/flying-legends/plane/amicale-jean-baptiste-salis/north-american-p-51d-mustang-f-azsb.php>

North American P-51D Mustang - 411622/G4-C (RCAF 9592)

The "**Nooky Booky IV**" of the Amicale Jean-Baptiste Salis, formally "**Doc's Doll**" by Dr. **Steve Schulke**, is **Mustang 44-74427 (RCAF 9592)**, which was built in Dallas, Texas and delivered in 1945 to be placed in storage. She was delivered to the **Royal Canadian Air Force** as **9592** and taken on charge on November 8, 1950.

She was struck of charge in 1959 and sold to **Trans-Florida Aviation, Sarasota, Florida**, the same year, with registration **N9148R**. In 1962 she was sold to the famous test pilot **Robert A. "Bob" Hoover** of North American Aviation, El Segundo, California and registered as **N2251D**. Unfortunately she got damaged in a forced landing at Myrtle Beach, South Carolina on January 20, 1965 and was being repaired the following two years. On August 9, 1970 she was again damaged but this time far more serious, when her oxygen bottles exploded whilst on the ground at Oshkosh, Wisconsin.



"Ole Yeller" P-51D Mustang

Bob Hoover and the P-51 Mustang 44-74427 (RCAF 9592)

-- From Wikipedia



Bob Hoover's 2005 Gathering of Eagles
Lithograph (USAF Image)

Bob Hoover learned to fly at Nashville's Berry Field while working at a local grocery store to pay for the flight training. He enlisted in the Tennessee National Guard and was sent for pilot training with the Army. During World War II, he was sent to Casablanca where his first major assignment was test flying the assembled aircraft ready for service. He was later assigned to the Spitfire-equipped 52nd Fighter Group in Sicily. In 1944, on his 59th mission, his malfunctioning Mark V Spitfire was shot down by a **Focke-Wulf Fw 190** off the coast of Southern France and he was taken prisoner. He spent 16 months at the German prison camp Stalag Luft 1 in Barth, Germany.

He managed to escape from the prison camp, stole a **German Fw 190**, and flew to safety in the Netherlands. After the war, he was assigned to flight-test duty at Wright Field. There he impressed and befriended Chuck Yeager. Later when Yeager was asked who he wanted for flight crew for the supersonic Bell X-1 flight, he named Bob Hoover. Hoover was Yeager's backup pilot in the Bell X-1 program and flew chase for Yeager in a Lockheed P-80 Shooting Star during the Mach 1 flight. He also flew chase for the 50th anniversary in an F-16 Fighting Falcon.



German Focke-Wulf 190

He left the Air Force for civilian jobs in 1948. This included a brief time with Allison Engine Company and finally test/demonstration pilot with North American Aviation where he went on to Korea teaching the pilots in Korean war how to dive-bomb with the F-86 Sabre, and visited many active-duty, reserve and air national guard units to demonstrate the plane's capabilities to their pilots. Hoover flew flight tests on the FJ "Fury," North American Aviation F-86 "Sabre Jet," and the F-100 "Supersabre."



F-86 Sabre



F-100 Super Sabre

In the early 1960s, Hoover proposed the idea promoting the North American name by demonstrating one of North American's most famous products, the P-51 Mustang fighter, at air shows around the country. The Hoover Mustang (N2251D) was purchased by North American Aviation from Dave Lindsay's Cavalier Aircraft Corp. in 1962. A second Mustang (N51RH), later named "Ole Yeller," was purchased by North American Rockwell from Cavalier in 1971 to replace the earlier aircraft that was destroyed in a ground accident when an oxygen bottle exploded after being overfilled.

(NOTE by Al Barrs albarrs@wfeca.net: THE Mustang (N2251D) was NOT destroyed! That Mustang (N2251D) was rebuilt by Dr. Steve Schulke of Winter Park, Florida and Johnny Bolton of Maitland, FL beginning in 1970 and flown as "Doc's Doll" until Steve's death on FEB 16, 1975. It was sold and became "Miss Coronado" in 1978 and appeared at the Reno Air Races in September 1975 and eventually ended up in France as "F-AZSB "Nooky Booky IV"—Al Barrs)

Hoover demonstrated the Cavalier Mustang II and later the Aero Commander "Shrike" at hundreds of air shows until his retirement in the 1990s.



Aero Commander model 690A



Aero Commander model 500

(Note by Al Barrs: My company airplane, when I was the General Corporate Manager of Andros, Ltd; British West Indies in the 1960s was an Aero Commander 500. It carried 7 and was a dream to fly. My corporate pilot was also my A&P Technician. We preferred the high wing Commander in case of a water emergency landing. Almost all of our flights were over water.)

In 1997 Hoover sold "Ole Yeller" to his good friend John Bagley of Rexburg, Idaho. Ole Yeller still flies frequently and is based out of the Legacy Flight Museum in Rexburg, Idaho.



"Ole Yeller," flown by Bob Hoover later "Doc's Doll" of Dr. Steve Schulke

Bob Hoover has set records for transcontinental and "time to climb" speed, and has personally known such great aviators as Orville Wright, Eddie Rickenbacker, Charles Lindbergh, James H Doolittle, Jacqueline Cochran, Neil Armstrong, and Yuri Gagarin.

Bob Hoover is best known for his civil air show career, which started when he was hired to demonstrate the capabilities of Aero Commander's Shrike Commander, a twin opposed piston-engine business aircraft which had developed a rather staid reputation due to its

bulky shape. Hoover showed the strength of the plane as he put the aircraft through rolls, loops, and other maneuvers which most people would not associate with executive aircraft. As a grand finale, he shut down both engines and executed a loop and an eight-point hesitation slow roll as he headed back to the runway. He touched down on one tire, then the other, before landing. After pulling off the runway, he would start engines to taxi back to the parking area. On airfields with large enough parking ramps (such as the Reno Stead Airport where the Reno Air Races take place), Hoover would sometimes land directly on the ramp and coast all the way back to his parking spot in front of the grandstand without restarting the engines.

A few years after starting the show, he began carrying passengers during the show. (The Shrike Commander carries six passengers.) These passengers became known as "Hoover's Heavers" due to the number who became airsick during the maneuvers.

With the advent of camcorders, Hoover added a flourish to the act by pouring a cup of tea from a Thermos bottle, while performing a slow barrel roll, a 1G maneuver. Video of this has been widely distributed, to the pleasure of Aero Commander enthusiasts.

Hoover also served for many years as the official starter of the Unlimited-class races at the Reno Air Races. The race planes (mostly modified World War II fighter aircraft) joined up in line-abreast formation on Hoover's yellow P-51 Mustang, and when in satisfactory order the spectators would hear over the PA his famous radio call, "Gentlemen, you have a race." Hoover's plane would pull up sharply into a vertical climb as the racers dived toward the first turn. Hoover would circle overhead during the race, ready to assist any race pilots with problems. In several cases, Hoover helped pilots with crippled race planes to a safe recovery by talking them down while flying in formation with them.

Robert A. "Bob" Hoover's P-51 Mustang **44-74427, N2251D, RCAF-9592** as damaged in a forced landing when his engine quit at Myrtle Beach, South Carolina on January 20, 1965. Note by Al Barrs: Some Internet posts claim that Bob Hoover's forced landing was in Myrtle Beach, **Florida**. It was not! It was at the Myrtle Beach, South Carolina Air Force Base that the emergency landing took place.

44-74427 to RCAF 9592: To civilian registry as N9148R, **N2251D**, then to French civil registry as **F-AZSB** in December 1999. With the Salis Collection at La Ferte-Alais, France and is currently painted as 44-11622.

RCAF 9592 U.S. N2251D was with Steve Schulke and John (Johnny) B. Bolton, Maitland, Florida from 1970 until 1975. She was rebuilt at Chattanooga, Tennessee, after an oxygen bottle explosion, using components of Mustang 44-74435, and was named "Doc's Doll" (Steve Schulke was a dentist in Orlando, Florida, i.e. *Dr. Merryl Dean "Steve" Schulke hence the name "Doc's Doll".*)

John J. Stokes from San Marcos, Texas bought "**Doc's Doll**" in 1975 (The same year **Dr. Schulke** and his 17 year old son were killed in an air accident near Eustis, Lake County, Florida on February 16, 1975)

John Stokes flew this Cavalier Mustang II until January 10, 1978.

She was then sold to John T. Baugh from Baugh Aviation, Nashville, Tennessee and painted as **JT-B** named "**Miss Coronado**". She was sold again in 1989, this time to Paul Romine from Aero Charter Inc, Indianapolis, Indiana.

In 1994 she was again sold to Brian Hoffner from Kenair, Inc, West Palm Beach, Florida. There she was painted in the colors of **P-51K 44-11622/G4-C** named "**Nooky Booker IV**" the personal plane name of **Major Leonard "Kit" Carson** as he flew her from November 1944 as part of the 357th Fighter Group, 363rd Fighter Squadron out of Leiston Airfield in the United Kingdom during WWII. **Major Carson** was the absolute Top Ace of his unit, with 18½ confirmed aerial victories and 3½ more by strafing victories.

USAF Major Leonard "Kit" Carson named all of his Mustangs "**Nooky Booky**" and with **44-11622** he was on his fourth Mustang, hence "**Nooky Booky IV**".

Bought by Christophe Jacquard in 1998 she arrived at her new home, Nimes in France registered as F-AZSB. In 2006 she was sold to the Amicale Jean-Baptiste Salis Foundation who still operates "**Nooky Booky IV**" today (2012).



P-51 Takes Off...

North American P-51D Mustang - Cavalier Mustang II
F-AZSB - 44-11622/G4-C





Nooky Booky IV



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 Reichmarschall Hermann Goering, head of WWII Nazi Germany's Luftwaffe, said
"When I saw those Mustangs over Berlin, I knew that the war was lost!"
 ++++

Canadian Aviation Historian *Jerry Vernon* kindly contributed the following
 history information on (RCAF 9592) sn 44-74427 which Dr. Steve Schulke
 owned from 1970 to February 16, 1975. --Paraphrased by Al Barrs

The following information is from:
Jerry Vernon, Aviation Historian
 E-mail: jevernon@telus.net
 Date: 09/15/12 01:13:44

According to Mr. Vernon's records Dr. Steve Schulke had owned another
 North American P-51 Mustang in the 1960s [Best I can tell it was 1965], or

at least he owned the parts and components of another P-51 Mustang, (RCAF 9575) sn 44-73463. There is no record that Steve ever rebuilt 44-73463. Until Mr. Vernon's e-message to me I was unaware that Steve had ever owned another P-51 Mustang or even part of another Mustang.

Mr. Vernon wrote, "...I see on my data sheet for (RCAF 9575) sn 44-73463 that it was reportedly owned briefly by the late Steve Schulke some time in the 1960s" (1965 according to my records). "That information came to me 30 or 35 years ago, covering the period when RCAF 9575 was a stripped wingless hulk that reportedly passed through a number of hands as a 'project'", wrote Mr. Vernon.

According to the information I was given, wrote Mr. Vernon, it was the late *Len Tanner* who found the hulk of RCAF 9575, sn 44-73463, in a scrap yard. When Aero Enterprises got out of the Mustang business, they reported to the FAA that several Mustangs had been scrapped... that is, several that had assigned civil registrations, which RCAF 9575, sn 44-73463, never had, so there was no FAA interest in it at all. At least two of these "scrapped" Mustangs have reappeared many years or decades later, but I don't know if they were in a scrap yard all those years or just where they were when they resurfaced.

When owned by Aero Enterprises, RCAF 9575, sn 44-73463, was most likely one of several ex-RCAF Mustangs stored at LaPorte, Indiana. Later owner Richard Ransopher told me in the late 70s or early 80s that Len Tanner had found the aircraft in a scrap yard at Decatur, IL, which is a long way from Elkhart or LaPorte!!

The information I was given was that Tanner sold the aircraft to the Wittington Brothers, who then sold it to sometimes aviation writer Budd Davisson, who then sold it to Fred Webster, who then sold it to Dr. Steve Schulke, who then sold RCAF 9575, sn 44-73463 to Texas Warbird Rebuilder, Duane Egli.

Richard Ransopher said that he bought the project from Duane Egli. Per the photos I sent to you of the aircraft at Ransopher's place, it was stripped down to the basics and even the skin was being replaced. Richard Ransopher also had several damaged Mustang wings, but not the original wing from RCAF 9575, sn 44-73463, as the aircraft and wing appear to have parted company after they were trucked from Carberry down to the U. S. He offered to send me the piece of skin with the 403 Squadron crest on it, but he never did.

I can't vouch for the accuracy of the report that this RCAF 9575, sn 44-73463 Mustang hulk passed through the hands of Steve Schulke, although I probably have that information buried deep in my Mustang files. I don't think the information came from Richard Ransopher, but rather it might have been something published in an old Air Progress or early Air Classics magazine, or perhaps it was passed along to me by one of the other Mustang owners or restorers or even by Michael O'Leary. Since it was just a project hulk, there was no FAA paperwork or Bills of Sale required when it passed from owner to owner, until the time came to register it. I have often wondered how the FAA was ever able to establish a chain of ownership through Bills of Sale when Bob Baker came to register it!!

To differentiate between the two aircraft, RCAF 9575 is NAA c/n 122-39922, USAF s/n 44-73463: It was one of the initial 30 Mustangs that the RCAF purchased in 1947. Since it was not ferried down to the U. S. in the late 50s/early 60s like a lot of the others, the original U. S. civil registration is not known.....but it was probably either N6336T or N6338T, which are two of the "missing" registrations from the 15 aircraft that were stored at Carberry. The FAA has no knowledge of what it would be, since these registrations were assigned to DeFuria in several blocks and sprayed onto the fuselages, but no FAA paperwork was generated until it was necessary to actually register and fly the aircraft. In the case of RCAF 9575, sn 44-73463, this didn't happen until Bob Baker completed his restoration in 1998. The aircraft had left Canada in 1961, dismantled on the back of a truck with another Mustang fuselage that is now flying at Duxford

in the UK, and the original sprayed-on registration was long-since lost and forgotten, and perhaps re-issued to some spam-can!!

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Crazy Horse Website

<http://www.crazyhorseap.be/Mustangs/Mustangs/F-AZSBNookyBookyIV/F-AZSB.htm>



Airframe History of 44-74427 (RCAF 9575)

P-51D-30-NA **44-74427** was built in *Inglewood in late 1945, only to be put into storage. Along with 130 other P-51 Mustangs, she was delivered to the Royal Canadian Air Force (RCAF) on November 8th, 1950 as **RCAF 9592**. She served with No. 403 Auxiliary Squadron at Calgary, No. 442 Auxiliary Squadron at RCAF Station Sea Island, BC and in the Air Armament School until Canadian Mustangs were "struck off charge" starting 1956 through 1960.

*We have two separate locations for the manufacture of **44-74427**: One location was Texas and the 2nd Inglewood, California. One location was probably a storage facility.

44-74427 was sold to **Trans-Florida Aviation**, later renamed **Cavalier Aviation** (<http://cavaliermustang.tripod.com/intro.html>), in Sarasota, Florida and registered as N9148R on May 20th, 1959. There she underwent a Cavalier two-seater conversion.

Today, 2012, there is another Cavalier Aviation Company located in Canada, but I do not know if it is the same company that moved its operations from Sarasota, FL USA or not: <http://www.cavalieraviation.com/>

In 1957, David Lindsay established **Trans-Florida Aviation** in Sarasota, Florida, with the objective of becoming the world's finest civilian P-51 maintenance and parts organization. Over the next 14 years, **Trans-Florida**, which was renamed **Cavalier Aircraft Corporation** in 1967 become that and more.

In 1962 **44-74427** was passed on to famous test pilot **Robert A. Hoover** of North American Aviation in El Segundo, California and was registered as **N2251D**.

During an air show in Myrtle Beach, South Carolina **N2251D** suffered an engine failure and was damaged in the resulting forced landing at Myrtle Beach, South Carolina, on January 20th, 1965. Bob was not however injured in the engine-out landing.

N2251D was repaired during the next two years and was then acquired by the North American Rockwell Corp., Los Angeles, California in October of 1967.

Bad luck struck **44-74427 (RCAF 9575)** again when her oxygen bottles exploded during the refilling (over pressurized) procedure at Oshkosh, Wisconsin on **August 9, 1970**.

44-74427 (RCAF 9575) Mustang was then sold to **Doctor Steve Schulke** of Winter Park, FL and John (Johnny) B. Bolton of Maitland, Florida and was rebuilt at Chattanooga, Tennessee using components and parts of N130JT (44-74435 - NTSB Accident Report FTW71FRG39: "Pilot misjudged landing, prop struck runway in flat-pitch on October 23, 1970 in Rockport, Texas.").

When restoration was complete, **44-74427** flew again, painted as "**Doc's Doll**".

Steve Schulke's "**Docs Doll**" Paint Scheme 1970 to August 1975:



N2251D shown at Reno Air Show September 1975 in Steve Schulke's color scheme...

44-74427 (RCAF 9575) changed owners again on August 6th, 1975, to John J. Stokes, San Marcos, Texas and again on January 10th, 1978, to John T. Baugh of Baugh Aviation, Nashville, Tennessee. She was repainted as "**JT-B**" / "**Miss Coronado**".

44-74427 Mustang II was then sold to Paul Romine of Aero Charter Inc., Indianapolis, Indiana in 1990.

Brian Hoffner of Kenair Inc., West Palm Beach, Florida, purchased the P-51 Cavalier Mustang II **44-74427** on August 18th, 1994, and painted her in the colors of **Major Leonard "Kit" Carson's** WWII P-51: 44-11622/G4-C "**Nooky Booky IV**", 362nd FS, 357th FG.

In 1998 **44-74427** finally made the move across the pond to France when she was bought by Christophe Jacquard of JCB Aviation, Nimes-Courbessac on May 15th.

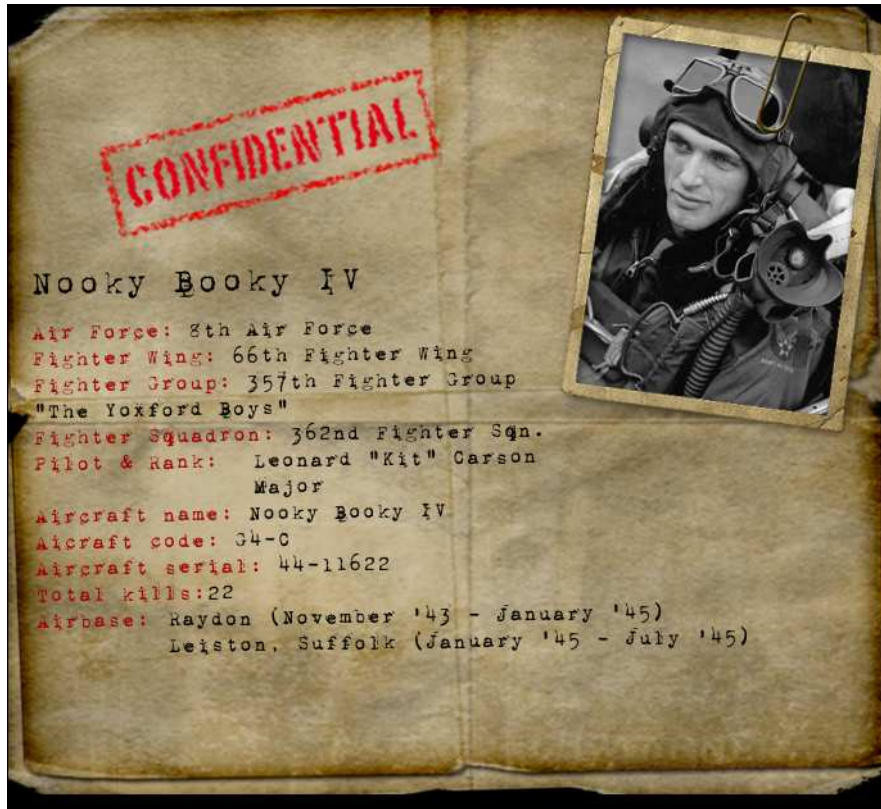
Since 2006 she has resided with her current French owner: The Amicale Jean-Baptiste Salis Foundation based at Cerny, France.

In 2009 she participated in the new George Lucas movie about the 332nd FG, the "**Tuskegee Airmen**" called "**Red Tails**". She was repainted "**AI/4**" for the movie.

44-74427 Owner History

Date	Registry	Owner
1945	44-74427	Built by North American Aviation at Inglewood, California Put into storage
1950		Sold to RCAF, November 8th
1959	9592 N9148R	To Trans Florida Aviation, Sarasota, Florida Underwent Cavalier conversion
1962		Robert A. Hoover , El Segundo, California
1965	N2251D	Damaged in a forced landing at Myrtle Beach, South Carolina,
1967		January 20th
1970		North American Rockwell Corp. , Los Angeles, California in October Severely damaged when oxygen bottles exploded during refilling at Oshkosh, Wisconsin on August 9th
1970 - 1975		Dr. Steve Schulke & John B. Bolton, Maitland, Florida Rebuilt at Chattanooga, Tennessee using parts of 44-74435 Repainted as " Doc's Doll "
1978		John J. Stokes , San Marcos, Texas John T. Baugh , Baugh Aviation, Nashville, Tennessee on January 10th
1990		Repainted as "Miss Coronado"
1994		Paul Romine , Aero Charter Inc., Indianapolis, Indiana Brian Hoffner , Kenair Inc., West Palm Beach, Florida on August 18th
1998		Repainted as 44-11622 G4-C " Nooky Booky IV ", Major Leonard "Kit" Carson , 362nd FS, 357th FG
2006		Christophe Jacquard , JCB Aviation, Nimes-Courbessac, France on May 15th Amicale Jean-Baptiste Salis Foundation , Cerny La Ferté Alais, France

Paint Scheme Information



Today 44-74427 (RCAF 9575) is painted in the colors of U.S.A.F. Ace Major Leonard "Kit" Carson's 44-11622/G4-C 362nd FS, 357th FG and named "Nooky Booky IV".

Major Leonard Carson named all of his P-51 Mustangs "Nooky Booky".

Leonard Carson was born in 1923 and entered the U.S. Army Air Corps in April of 1942. He graduated on April 12th, 1943. He was on the verge of heading for the Pacific with a P-39 outfit, but instead opted to join the 357th FG in January of 1944. In total, he flew five P-51 Mustangs, all of which were called "Nooky Booky".

On April 8th, 1944, Major Carson got his first taste of dog fighting when he shared in a kill. On November 27th, 1944, his 38th mission of his second tour in the ETO, he became an "ace in a day" when he destroyed five German Fw-190 fighters. In all, Major Carson would go on to score a total of 18.5 air-to-air victories and 3.5 more strafing kills, thus becoming the leading ace

of the 357th FG. Most of his victories were made during his six final months of the war, while flying **44-11622 "Nooky Booky"**.

Name	Rank	Unit	Date	Kills
Carson, Leonard K.	1st Lieutenant	362nd FS	04-08-1944	0.5
Carson, Leonard K.	1st Lieutenant	362nd FS	04-13-1944	1
Carson, Leonard K.	1st Lieutenant	362nd FS	05-28-1944	1
Carson, Leonard K.	1st Lieutenant	362nd FS	05-30-1944	1
Carson, Leonard K.	Captain	362nd FS	07-25-1944	1
Carson, Leonard K.	Captain	362nd FS	07-29-1944	1
Carson, Leonard K.	Captain	362nd FS	11-02-1944	1
Carson, Leonard K.	Captain	362nd FS	11-27-1944	5
Carson, Leonard K.	Captain	362nd FS	12-02-1944	2
Carson, Leonard K.	Captain	362nd FS	12-05-1944	1
Carson, Leonard K.	Captain	362nd FS	12-24-1944	1
Carson, Leonard K.	Captain	362nd FS	01-14-1945	3
Total Credited				18.5

The Paint Scheme:

The 357th FG arrived in England at the turn of 1943-1944 and was committed to combat on February 11th, 1944. Initially assigned to be part of the 9th AF, they were traded to the 8th AF in exchange for the P-47 Thunderbolt equipped 358th FG. As a result the Group moved from Raydon to Leiston.

Since they were issued the P-51B Mustang in November of 1943, while assigned to the 9th AF, they also became the first Group of the 8th AF (after the trade with the 358th FG) to fly the P-51 Mustang and they were also the first to put allied fighters over the skies of Berlin and did so on March 4th, 1944 (along with three 4th FG Squadrons) and had the highest number of aces in the 8th AF (43), five of which were triple aces. Bud Carlton was one of those triple aces.

They are credited with 695 aerial victories, second only to the 56th FG (which was in combat much longer)

With the move to Leiston, near the town of Yoxford, it would take long before the nickname "The Yoxford Boys" would stick to the 357th FG. As mentioned above, the Group was equipped with P-51 Mustangs (B-model) from the very beginning.

By mid March of 1944, Group colors were issued and the 357th Fighter Group adopted a **red & yellow checkerboard color pattern**. **The spinners of the aircraft were divided equally into three bands of red, yellow and red.**

The original consignment of B and C-model Mustangs allocated to the 357th FG bore a factory applied two-color paint scheme of Olive Drab over Neutral Grey.

When the 357th began receiving replacement Mustangs that lacked this camouflage (April 1944), the Group adopted a policy of painting all natural metal finished combat aircraft with their own two-color camouflage paint scheme.

The colors used by the 357th varied considerably due to a wide assortment of supply sources.

The upper colors ranged from OD to a dark green. The under surfaces ran the gambit from a standard U.S. Neutral Grey to a light grey. In June of the same year, a few of the Group's Mustangs received a partial green paint treatment to the upper wing and top fuselage/tail plane surfaces. This often included the full rudder surface area.

Another handful simply had the anti-glare panel extended to the rear of the canopy and ultimately intersected the base of the vertical stabilizer.

With the introduction of white Invasion Stripes on the wings, to deter friendly ground fire, in early June 1944 the squadron codes were either masked-out prior to the application of the D-Day Stripes or removed entirely and later reinstated further forward on the fuselage using the original white paint.

A third, less used option, was "image masking": the codes when applying the Invasion Stripes and then adding a contrasting black or white contour outline to these codes once the stripes had been applied and masking removed.

The original 357th FG Mustangs displayed the standard white QIM markings until the group adopted its dual color high visibility nose markings in March of 1944.

When Invasion Stripes were ordered immediately prior to the D-Day landings, the 357th complied with the directive with one quite notable exception: the upper wing surfaces of all the Groups aircraft continued to carry the original white QIM stripes instead of the normal two-color Invasion Stripes.

The application of two-color camouflaged paint schemes in the 357th FG had ceased by early October 1944. By January 1945 all such paint had been in fact removed and the 357th displayed metal finishes until the wars end.

By the beginning of April 1944, the 357th FG was well on its way to completing the application of the Groups recently assigned high visibility nose markings on all squadron aircraft. It consisted of a two-color spinner, equally divided into three parts of red, yellow and white, proceeding two rows of alternating 6-inch red and yellow rectangles that entirely encircled the forward fuselage engine cowling. The 357th FG comprised of three Fighter Squadrons: The 362nd FS, the 363rd FS and the 364th FS.

When the AF began using Squadron identification colors, the 357th FG Squadrons were recognized as follows:

- 362nd FS: They did not adopt an identification color and their P-51s rudders remained in either Olive Drab, or later natural metal finishes until the end of the war. Their aircraft code was "G4"
- 363rd FS: Painted their rudders in Insignia Red and wore aircraft code "B6"
- 364th FS: Painted their rudders in Identification Yellow and wore aircraft code "C5"

FS= Fighter Squadron

The rudder digits on 364th FS aircraft were repainted utilizing the original black color while these same numbers were reinstated in both black and yellow on 363rd FS applications.



©Gaetan Marie

We can assume that the timeframe of the original paint scheme of F-AZSB is situated somewhere between January of 1945 and VE-day because:

- absence of QIM-marking (were ordered removed as of beginning December of 1944)
- the total kill tally on F-AZSB was 21

Pictures of F-AZSB "Nooky Booky IV"

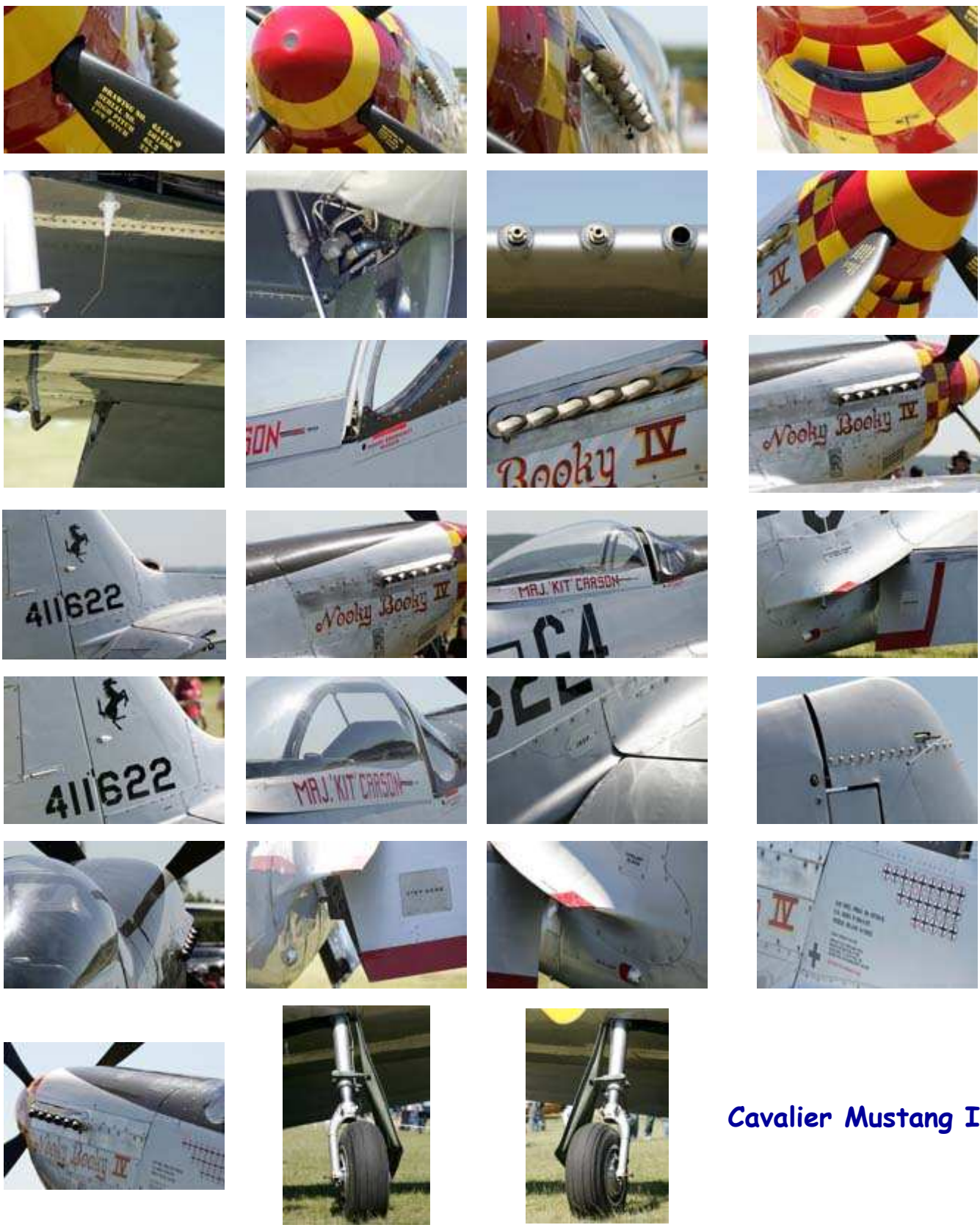




Cavalier Mustang II

Walkaround pictures of F-AZSB "Nooky Booky IV"





Cavalier Mustang II

Contributor pictures of F-AZSB "Nooky Booky IV"





"Doc's Doll"

"Miss Colorado"

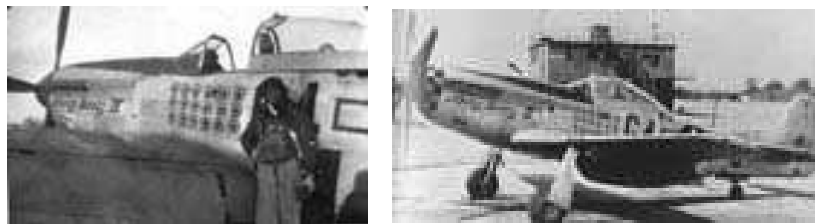
"Nooky Booky"

Above Picture Identification: Left to right, top to bottom:

1. © [Tom](#) - Picture taken at Milovice on April 20th, 2009. F-AZSB in front of her shelter, ready to be painted in the colors of the 332nd FG **"Tuskegee Airmen"** for the filming of the movie "Red Tails"
2. © [Johannes Raber](#) - Taken on September 6th, 2009, during the Hahnweide air show
3. © [Glenn E. Chatfield](#) - F-AZSB in her former registration N2251D and painted as Miss Coronado. Taken at Oshkosh, Wisconsin on July 31st, 1983.
4. © [Glenn E. Chatfield](#) - F-AZSB in her former registration N2251D and painted as Miss Coronado. Taken at Dupage Airport on July 28th, 1987.
5. © [Glenn E. Chatfield](#) - F-AZSB in her former registration N2251D and painted as Miss Coronado. Taken at Oshkosh, Wisconsin on July 30th, 1991.
6. © [Steve Williams](#) - F-AZSB in her former registration N2251D and painted as Bob Hoover's Mustang. Taken at Oshkosh, Wisconsin on August 5th, 1970. This was taken after the oxygen bottle exploded.
7. © [Steve Williams](#) - F-AZSB in her former registration N2251D and painted as Bob Hoover's Mustang. Taken at Oshkosh, Wisconsin on August 5th, 1970.
8. © [Den Pascoe](#) - F-AZSB in her former registration N2251D and painted as Miss Coronado. Taken at Hamilton, Ontario, Canada in June of 1986.
9. © [Hubert De Sousa](#) - Taken at La Ferté-Alais, France on June 3rd, 2006.
10. © [Bruno Dellièvre](#) - Taken at Nancy, France on June 30th, 2007.
11. © [Alan Lebeda](#) - Taken at Milovice, Czech Republic on April 24th, 2009. F-AZSB is seen repainted as a 332nd FG **"Tuskegee Airmen"** Mustang for the filming of the movie "Red Tails".
12. © [Michael Ziem](#) - Taken at Hahnweide, Germany, 2009.
13. © [Michael Ziem](#) - Taken at La Ferté-Alais, France, on May 25th, 2007.
14. © [Ueli Graf](#) - Taken at Hilzingen, Germany on September 21st, 2008.
15. © [Ueli Graf](#) - Taken at Hilzingen, Germany on September 21st, 2008.
16. © [Mario Serrano](#) - Taken at La Ferté-Alais, France on May 30th, 2009.
17. © [Al Sauer \(Spookythecat\)](#)
18. © [Shipscompass](#)
19. © [Koston Photography](#)
20. © [Martin Kotek](#) - Taken at Milovice, Czech Republic on April 25th, 2009. F-AZSB is seen repainted as a 332nd FG **"Tuskegee Airmen"** Mustang for the filming of the movie "Red Tails".
21. © [Frank Cabrol](#) - Nice air-to-air shot of F-AZSB. Taken on September 26th, 2004.
22. © [Frank Cabrol](#) - Nice air-to-air shot of F-AZSB. Taken on September 26th, 2004.
23. © [Frank Cabrol](#) - Nice air-to-air shot of F-AZSB. Taken on September 26th, 2004.

24. © [Frank Cabrol](#) - Detail of the Merlin of F-AZSB.
25. © [Hubert De Sousa](#)
26. © [Hubert De Sousa](#)
27. © [Michael Ziem](#) - Taken at Hahnweide, Germany, 2007.
28. © [Michael Ziem](#) - Taken at La Ferté-Alais, France.
29. © [Michael Ziem](#) - Taken at Hahnweide, Germany.
30. © [Michael Ziem](#) - Taken at Hahnweide, Germany, 2009.
31. © [Michael Ziem](#) - Taken at Hahnweide, Germany.
32. © [Milan K](#) - Taken at Milovice, Czech Republic on April 24th, 2009. F-AZSB is seen repainted as a 332nd FG "Tuskegee Airmen" Mustang for the filming of the movie "Red Tails".
33. © [Frank Cabrol](#) - Cockpit interior of F-AZSB.

Pictures of the original "Nooky Booky IV"... "Nooky Booky I"



"Nooky Booky I" WWII Photos by USAAF

Owner today (2012), Amicale Jean-Baptiste Salis

--Copyright ©Christophe Haentjens - <http://www.crazyhorseap.be>

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Simply Mustang Planes Website

http://www.simplyplanes.co.uk/north_american_aviation_p-fifty_one_mustang.shtml

P-51D-30NA Mustang F-AZSB 44-74427 (G4-C) Nooky Booky IV aka Doc's Doll



Mustang P-51D-30NA was built in Inglewood, California in 1945, to be put into storage along with another 130 P-51 Mustangs. On November 8th 1950 she was delivered to the Royal Canadian Air Force (RCAF) as **9592**. She served with No.

403 Auxiliary Squadron at Calgary and No. 442 Auxiliary Squadron at RCAF Station Sea Island, British Columbia and also in the Air Armament School until Canadian Mustangs were struck off charge starting in 1956 through to 1960.

She had several owners over the next few years but suffered a forced landing in 1965 and another accident in 1970, and was subsequently rebuilt with components from another Mustang (44-74435) and was painted as "**Doc's Doll**" by **Doctor Steve Schulke of Winter Park (Orlando area), Florida**.

She changed owners again in August 1975 and later was repainted as JT-B/"**Miss Coronado**", but not until after the 1975 Reno Air Races which she participated.

In 1994 she moved back to Florida and was painted in the colors of **Major Leonard 'Kit' Carson's 44-11622/G4-C** as "**Nooky Booky IV**".

In 1998 she moved across the Atlantic to France when she was acquired by **Christophe Jacquard** of JCB Aviation.

As of 2012 she is with her present owner Amicale Jean-Baptiste Salis Foundation, Cerny La Ferte Alais, France.

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P-51D-30NA "Nooky Booky IV" No: 44-74427 (RCAF 9592)

<http://www.airbil.com/ajbs/musee/museepagehtml/P-51D-Mustang/P-51D-Historique.htm>

OWNER HISTORY:

Serial Bu No: **44-74427**

Construction no: 122-40967

Civil Registration: N9148R, N2251D, F-AZSB

Delivered to RCAF as #9592

BOC: Nov. 8, 1950

SOC: Oct. 15, 1959

Trans Florida Aviation, Sarasota, FL, May 20, 1959-1962

Registered as N9148R

Robert A. Hoover, North American Aviation, El Segundo, CA, March 19, 1962-1967

Registered as **N2251D**

Damaged in forced landing at Myrtle Beach, South Carolina, Jan. 20, 1965 --
Repaired.

North American Rockwell Corp, Los Angeles, CA, Oct. 1967-1970.

Badly damaged on ground when Oxygen bottles exploded, Oshkosh, WI, Aug. 9,
1970

**Steve Schulke & John B. Bolton rebuilt her and she remained with them from
1970 to August 6, 1975 when she was sold to John Stokes.**

Rebuilt at Chattanooga, TN using components of N130JT/44-74435

Flew as "Doc's Doll"

John J. Stokes, San Marcos, TX, Aug. 6, 1975-1978

John T. Baugh/Baugh Aviation, Nashville, TN, Jan. 10, 1978-1989

Flew as JT-B/Miss Coronado. Paul Romine/Aero Charter Inc, Indianapolis, IN,
1990-1994

Brian Hoffner/Kenair Inc, West Palm Beach, FL, Aug. 18, 1994-1995

Flew as 411622/G4-C/"Nooky Booker IV"

Christophe Jacquard /JCB Aviation, Nimes, France, 1998

Baudet /JCB Aviation, Nimes-Courbessac, France, May 15, 2000-2002

Flown as 411622/G4-C/"Nooky Booky IV"

AJBS C.A. 2003

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P-51 Mustang Survivors

**44-74427 F-AZSB "Nooky Booky IV", formerly Dr. Steve Schulke, "Doc's
Doll" 1970-1975**

44-74427 F-AZSB Christian Amara La Ferte-Alais France



44-74427 (formerly "Doc's Doll" 1970-1975)



44-74427 "Nooky Booky" formerly "Doc's Doll" 1970 to 1975

Martin Kyburz: This is **44-74427** delivered 1950 to **RCAF (9592)**, flew with Nos. 403, 442 and 443 Squadrons; N9148R 10.59 (Trans Florida Aviation); **N2251D** 1962 [**Cavalier-conversion**] (**Bob Hoover**); repaired after engine failure accident 1965; Badly damaged at Oskosh 1970 in oxygen bottle explosion; rebuilt by using parts from 44-74435 (Rebuilt by owners: **Dr. Steve Schulke** Winter Park, FL & Johnny Bolton Maitland, FL); Sold to (John Stokes) August 6, 1975; (John Baugh) 1978 "Miss Coronado"; (Paul Romine) 1990; (Brian Hoffner) 1994 "Nooky Booky IV"; sold 1996(?) to JCB aviation in France; still flies as "Nooky Booky IV"

Case Closed!

Cavalier Mustang II

Dr. Schulke's "Doc's Doll" in USAF WWII Maj. Carson's colors
Now owned by JCB Aviation France; still flies as "Nooky Booky IV"

Flying NAA Type:

P-51D-30NA

France Registration: **F-AZSB**

United States Registration: N9148R

United States Registration: **N2251D**

History / Previous Identities:

1950: RCAF 9592, Nov 8 1950 -- Oct 15 1959

1959: May 20, N9148R, Trans-Florida Aviation Sarasota, FL

1962: Mar 19, N2251D, Robert A. Hoover, El Segundo CA

1965: Jan 20, Engine failure during air show, hard landing at Myrtle Beach SC.

Repairs made

1967: Oct, North American Rockwell Corp, Los Angeles, CA

1970: Aug 9, Oshkosh- O2 bottles exploded, badly damaged

1970: Steve Schulke / John Bolton, rebuild using parts from 44-74435

1975: John Stokes, San Marcos TX

1978: John Baugh, Nashville TN - "Miss Coronado"

1990: Paul Romine / Aero Charter Inc, Indianapolis IN

1994: Brian Hoffner / Kenair Air Inc, West Palm Beach FL - "Nooky Booky IV"

1998: F-AZSB, Baudet, JCB Aviation, Nimes France. Still flies as "Nooky Booky IV"

2004: Christian Amara, based at La Ferte-Alais France

Images of 44-74427 F-AZSB "Nooky Booky IV" on file...





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Early and Late Series P-51 Mustang Pursuit Fighters (Note Canopy Change)



The North American Aviation P-51 Mustang was developed as an American long-range single-seat World War II pursuit aircraft. Designed and built in just 117 days to a specification issued to NAA by the British Purchasing Commission, the Mustang first flew in Royal Air Force (RAF) service as a tactical-reconnaissance aircraft and fighter-bomber. In later versions it was also used as a bomber escort, employed in raids over Germany; in these roles the Mustang helped ensure Allied air superiority from early 1944.

The P-51 was in service with Allied air forces in Europe and also saw limited service against the Japanese in the Pacific War. At the start of Korean War the

Mustang was the United Nations' main fighter but the role was quickly shouldered by jet fighters, including the F-86 Saber Jet, after which the Mustang became a specialized ground-attack fighter-bomber. In spite of being superseded by jet fighters the Mustang remained in service with some air forces until the early 1980s.

After World War II and the Korean War, many P-51 Mustangs were converted for civilian use, especially air racing. The Mustang's reputation was such that, in the early 1960s, the Ford Motor Company designed a new youth-oriented coupe which was purportedly named after the fighter...the Ford Mustang.

Below is a listing of Mustang airframes that survived military service.

A-36 | XP-51 | P-51A | P-51B | P-51C | P-51D | P-51H
P-51K | F-6K | Cavalier | PA-48 | CAC Built | F-82



Dr. Steve Schulke's "Sea Fury" (Ferry Flight from UK to US in 1974)



History:

Hawker-Siddeley Aircraft Ltd, Langley, 1957.

Federal Republic of Germany, Bonn, May 23, 1960-1974.

- Registered as D-CAFO.

Doug Arnold/Warbirds of GB Ltd, July 30, 1974.

- Registered as G-BCKG.

Dr. Merryl D. Schulke, Orlando, FL, Sept. 1974

- Sea Fury registered as U.S. N62143
- Departed UK to US flight by Schulke on October 13, 1974
- Steve Schulke died in T-34A aircraft accident on FEB 16, 1975 along with his son; aileron came off and aircraft spun into the ground near Eustis, Lake County, Florida...--*Al Barrs*

John J. Stokes/Warbirds Of The World, San Marcos, TX, Sept. 1974-1977.

Lloyd A. Hamilton, Santa Rosa, CA, May 1977.

- Converted to single-seat 1979.

Jimmy R. McMillan, Breckenridge, TX, 1984

Arthur W. McDonnell, Mojave, CA, May 1984-1988.

- Flew as race #106/JR-106.
- Badly damaged in hanger fire, Shafter, CA, July 1988.

Michael E. Keenum/Aileron Inc, Forest Park, IL, July 28, 1995-2004.

- Rebuilt with Wright R-3350.
- First flight 1995.
- Initially flown as "Wright Up Front".
- Currently flown as race 99/"Riff Raff".
- Web Site: <http://www.riffraff99.com/>

Sea Fury by Hawker-Siddeley Aircraft, Ltd

War Bird Registry

<http://www.warbirdregistry.org/furyregistry/fury-riffraff.html>

SEA FURY/WG652

"Riff Raff"

This aircraft was bought and ferried by Dr. Merryl Dean "Steve" Schulke of Winter Park (Orlando area), Florida U.S.A. in 1974 from the United Kingdom to America. He left the UK on October 13, 1974 for the U.S.A.

--Note by *Al Barrs* albarrs@wfeca.net SEP 4, 2012



Hawker Sea Fury "Riff Raff" Dr. Steve Schulke



Sea Fury



Sea Fury "Riff Raff"



Sea Fury "Riff Raff"

Serial #: WG652 **History:**
Construction #: Hawker-Siddeley Aircraft Ltd, Langley, 1957.
 ES.8509 Federal Republic of Germany, Bonn, May 23, 1960-1974.
Civil Registry: - Registered as D-CAFO.
 D-CAFO Doug Arnold/Warbirds of GB Ltd, July 30, 1974.
 G-BCKG - Registered as G-BCKG.
 N62143 **Dr. Merryl Dean "Steve" Schulke, Winter Park, FL,**
Model(s): **September 1974**
 T Mk. 20 - Registered as US N62143
 T Mk. 20S - Departed UK on delivery ferry by Dr. Steve Schulke,
Name: Riff Raff **Oct. 13, 1974**
Status: John J. Stokes/Warbirds Of The World, San Marcos, TX,
 Airworthy Sept. 1974-1977.
Last info: 2004 Lloyd A. Hamilton, Santa Rosa, CA, May 1977.
 - Converted to two-seat, 1979.
 Jimmy R. McMillan, Breckenridge, TX, 1984.
 Arthur W. McDonnell, Mojave, CA, May 1984-1988.
 - Flew as race #106/JR-106.
 - Badly damaged in hanger fire, Shafter, CA, July 1988.
 Michael E. Keenum/Aileron Inc, Forest Park, IL, July 28,
 1995-2004.
 - Rebuilt with Wright R-3350 radial engine.
 - First flight 1995.
 - Initially flown as "Wright Up Front".
 - Currently flown as Race 99/"Riff Raff".
 - Web Site: <http://www.riffraff99.com/>

Source(s): Chapman, John & Goodall, Geoff, Edited by Paul Coggan - *Warbirds Directory*, Warbirds Worldwide Ltd., Mansfield, England, 1989.
Goodall, Geoff - *Warbirds Directory-4th Edition*, 2003.

Photo Source(s): Chuck Gardner, Steve Tournay, Mike Henniger - *Warbirds Resource Group*, www.warbirdsresourcegroup.org, 2002



AT-6 North American "Texan" ("Harvard" Mk IV) Military Pilot Trainer

Canadian Harvard Mark IV Owned by Steve Schulke 1970 to 1972



North American Harvard Mk. IV [1952] **N711SS** (s/n 20284)
1952, **N711SS**, Serial #CCF-4-75, Total Time 7,219 hours

Owned by **Steve Schulke** from 1970-1972



Mk. IV "Harvard"
At-6 "Texan"



Harvard Mk. IV Instrument Panel



North American Harvard Mk. IV [1952] N711SS (s/n 20284)
Owls Head Transportation Museum, Rockland, Maine - July 2005

In case you've noticed the striking similarity to the North American Texan, you're quite right. This line of aircraft was first named the Harvard, after the American university, when it was produced out of the North American plant in Inglewood, California for the Royal Air Force in 1938. Toward the end of 1940, North American was being overwhelmed for orders for the P-51 and B-25, so they moved production for the Harvard to North American's new 1,000,000 sq. ft. plant at Hensley Field in Grand Prairie, Texas (my father worked there after WWII), where it then became known as the "Texan". The Royal Air Force and Royal Canadian Air Force versions continued to carry the name Harvard as before to avoid confusion.

This aircraft was actually an NA-168 manufactured by the Canadian Car & Foundry and delivered to the RCAF on May 9, 1952, with s/n 20284 (c/n CCF4-75). Struck off charge in 1968, it was sold and registered as CF-WWK. In 1970, it was sold

again and transferred to the USA register as **N711SS (Steve Schulke)**. It continues to wear its RCAF colors to this day.

War Bird Registry

Scott Rose

P.O. Box 51334

Boston, MA, 02205-1334

United States

E-mail: editor@warbirdsresourcegroup.org

<http://www.warbirdregistry.org/texanregistry/harvard-rcaf20284.html>

HARVARD/RCAF20284 (North American T-6 Texan) 1970-1972



T-6 N711SS: Dr. Merryl Schulke resident of Orlando, FL owned 1970-1972

Serial #: RCAF 20284

Construction #: CCF4-75

Civil Registration: CF-WWK (U.S. registration number **N711SS**)

Model: Mark IV

Name: None

Status: Airworthy

Last info: 2002

History:

Delivered to Royal Canadian Air Force as **20284**.

- BOC: May 9, 1952.

- SOC: Aug. 30, 1967.

Wayne Collins, Winnipeg, Manitoba, 1968

- Registered as CF-WWK.

G. Thompson, Saskatoon, Saskatchewan, Canada 1969.

Merryl D. "Steve" Schulke, Winter Park (Orlando area), FL, dates owned 1970-1972

- Registered as N711SS.

Fred Webster/Harvard Corp, Hartford, CT, Jan. 14, 1974-2002.

Source(s): Chapman, John & Goodall, Geoff, Edited by Paul Coggan - *Warbirds Directory*, Warbirds Worldwide Ltd., Mansfield, England, 1989.

Goodall, Geoff - *Warbirds Directory-4th Edition*, 2003.

Photo Source(s): Eric Dumigan Photography www.airic.ca.

North American T-6 Texan

--From Wikipedia

The **North American Aviation T-6 Texan** was a single-engine advanced trainer aircraft used to train pilots of the United States Army Air Forces, United States Navy, Royal Air Force and other air forces of the British Commonwealth during World War II and into the 1950s.

Designed by North American Aviation, the T-6 is known by a variety of designations depending on the model and operating air force. The USAAC designated it as the **AT-6**, the United States Navy the **SNJ**, and British Commonwealth air forces, the **Harvard**, the name it is best known by outside of the U.S. It remains a popular warbird aircraft.

During the Korean War and, to a lesser extent, the Vietnam War, T-6s were pressed into service as forward air control aircraft. These aircraft were designated T-6 "Mosquito".



USAAF AT-6Cs near Luke Field, Arizona - 1943

No. 1340 Flight RAF used the Harvard in Kenya against the Mau Mau in the 1950s, where they operated with 20 lb bombs and machine guns against the gangs. Some operations took place at altitudes around 20,000 ft above mean sea level. A Harvard was the longest-serving RAF aeroplane, with an example, taken on strength in 1945, still serving in the 1990s (as a chase plane for helicopter test flights—a role for which the Shorts Tucano's high-stall speed was ill-suited).

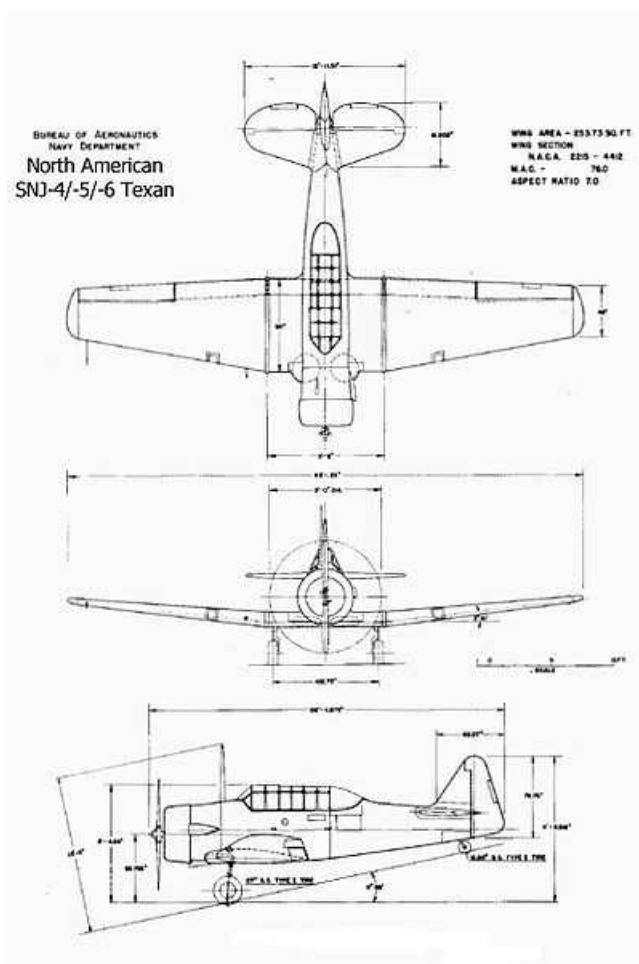
The T-6G was also used in a light attack or counter insurgency role by France during the Algerian war in special Escadrilles d'Aviation Légère d'Appui (EALA), armed with machine guns, bombs and rockets. At its peak, there were 38 EALAs active. The largest unit was the Groupe d'Aviation Légère d'Appui 72, which consisted of up to 21 EALAs.

From 1961 to 1975, Portugal, also, used hundreds of T-6G in the counter insurgency role during the Portuguese Colonial War. During this war, almost all the Portuguese Air Force bases and air fields in Angola, Mozambique and Portuguese Guinea had a detachment of T-6Gs.

In 1957-58, the Spanish Air Force used T-6s as counterinsurgency aircraft in the Ifni (Yes, the spelling is correct...--Al Barrs) War (sometimes called the 'Forgotten

War' in Spain), armed with machine guns, iron bombs and rockets, achieving an excellent reputation due to its reliability, safety record and resistance to damage.

The Pakistan Air Force used T-6Gs in the 1971 war as a night ground support aircraft hitting enemy soft transport vehicles. In the early hours of 5 December, during a convoy interdiction mission in the same area, Squadron Leader Israr Quresh's T-6G Harvard was hit by enemy ground fire and a shell fractured the pilot's right arm. Profusely bleeding, the pilot flew the aircraft back with his left hand and landed safely. The World War II vintage prop-engine trainers were pressed into service and performed satisfactorily in the assigned role of enemy convoys at night.



A-6

Mainly as a result of the United Nations arms embargo against South Africa's Apartheid policies, T-6s remained in service with the South African Air Force as a basic trainer until 1995. They were replaced by Pilatus PC-7MkII turboprop trainers.

General characteristics:

- **Crew:** two (student and instructor)
- **Length:** 29 ft (8.84 m)
- **Wingspan:** 42 ft (12.81 m)
- **Height:** 11 ft 8 in (3.57 m)
- **Wing area:** 253.7 ft² (23.6 m²)
- **Empty weight:** 4,158 lb (1,886 kg)
- **Loaded weight:** 5,617 lb (2,548 kg)
- **Powerplant:** 1 × Pratt & Whitney R-1340-AN-1 Wasp radial engine, 600 hp (450 kW)

Performance:

- **Maximum speed:** 208 mph at 5,000 ft (335 km/h at 1,500 m)
- **Cruise speed:** 145 mph (233 km/h)
- **Range:** 730 miles (1,175 km)
- **Service ceiling:** 24,200 ft (7,400 m)
- **Rate of climb:** 1200ft/min (6.1 m/s)
- **Wing loading:** 22.2 lb/ft² (108 kg/m²)
- **Power/mass:** 0.11 hp/lb (kW/kg)

Armament:

- Provision for up to 3× 0.30 in (7.62 mm) machine gun



"Harvard" (AT-6)

"Harvard" AT-6 History



Mk. IV "Harvard" AT-6 "Texan" Canadian Markings

The Harvard Prototype

The grandfather of all these aircraft was designed to specs the United States government issued for a new trainer in 1934.

Lee Atwood at General Aviation in Dundalk, Maryland rose to the challenge with an aircraft known as the NA-16. (The Company's name changed from General Aviation to North American at this time, so it was "NA rather than "GA")

First flown in 1935, it was a cantilever, low-wing monoplane, with an all-metal structure. The fuselage was fabric covered, the dual cockpits were still open to the elements and the landing gear were fixed, but the design did have an all metal, stressed-skin wing with flush riveting. The powerplant was a Wright R-975 Whirlwind radial with 400 horsepower.



The USAAF liked it, but requested a few changes. The cockpits were to be enclosed, the landing gear was to be faired and the engine became a Pratt & Whitney R-1340 WASP with 600 horsepower. This became the NA-18. The prototype was eventually sold to Argentina.

In late 1935, the design was officially adopted by the USAAF as the BT-9. They placed an order for 42 units. Most of these aircraft were delivered with the Wright Whirlwind engine, and were fitted with flaps - a first on a trainer.

The company then moved to Inglewood, California, to a site now covered by Los Angeles International Airport.

Birth of a Classic

The real lineage of the "Harvard" (AT-6 "Texan") began in 1937 with a USAAF competition to develop a basic trainer.

The requirements were for a type capable of basic instruction as well as simulating the controls and feel of an actual combat aircraft. It also had to be able to carry guns and bombs as necessary.

North American's new design was based on their NA-16, but was vastly improved. It incorporated the Wasp engine, A Hamilton Standard variable pitch prop, a hydraulic system to power the flaps and the new inward-folding retractable landing gear. Later a stressed skin fuselage, a new rudder and angular wingtips were added. This prototype (called the NA-26) won the competition. It went into production as the BC-1. (BC for "basic trainer")

The Royal Air Force initially ordered several hundred of this variant, with British instruments and radios, in 1938. **The Brits coined the name "HARVARD" for it.** (By which name it would become known in all the commonwealth countries....except for Australia, where it was called the "WIRRAWAY") This version retroactively became known as the MK I.

In 1940, the USAAF changed the designation to **AT or advanced trainer**, so the American machine became the **AT-6**. The U.S. Navy version was called the **SNJ**.

Even with their huge new 2,000,000 square foot plant, North American couldn't keep up with the wartime demand so a new factory was built in Dallas, leading, after 1942 to the **AT-6 being called the "TEXAN"**.



Texan AT-6

Beginning in January, 1940 The HARVARD MkIIB version was built under license by Noordyn of Montreal, Canada for the Royal Canadian Air Force, the RAF and the USAAF. Ultimately 2,557 Harvard were built here.

After the war the MK IV version was built by Canadian Car and Foundry.

All in all, some 21,342 aircraft of the NA-16 series were built.

Specifications (Harvard Mk II):

POWERPLANT: Supercharged PRATT & WHITNEY R-1340-S3H1 radial piston engine, developing 600 hp @ 2250 rpm

PERFORMANCE: MAXIMUM SPEED: 156 knots; INITIAL CLIMB RATE: 1,359 ft/min.; RANGE: 740 miles; ENDURANCE: 8 hours; SERVICE CEILING: 22,000 ft.

FUEL CONSUMPTION: 30 gallons/ hr @ 10,000 feet

WEIGHT: 3,995 lbs empty, maximum take-off: 5,750 lbs.

LENGTH: 28' 11" **SPAN:** 42' **HEIGHT:** 9' 9"

--Lance Russwurm



Messerschmitt Bf-109G-4-7+ Rote Sieben "Red-7"

The Messerschmitt Stiftung's "Rote Sieben" (Red Seven) was built as a Hispano (CASA) license built Bf-109, the Hispano HA-1112 M-1L Buchón in 1950 with c/n 139. After delivery she first served with the Ejercito del Aire with serial C.4K-75.

After being stuck of charge she was stored on Tablada before being sold and shipped to the United Kingdom in 1968, registered as G-AWHH. She flew as a Bf-109E "Yellow 11" and "Red 14" in the famous movie *"The Battle of Britain"*. For another role in the movie *"Patton"* she was reconverted into a P-51 "Mustang". Therefore a fake belly-cooler was attached. But she unfortunately crashed during a take-off and was severely damaged.

After her accident she was sold and shipped to the U.S.A. and registered as N3109G and restored to flying condition (by Dr. Steve Schulke, Winter Park, Florida USA).

1986: She was flown for the first and last time from Casper, Wyoming in **1986** as she crashed on take-off. After repairs she was "repaired" to represent a **Bf-109E-4** in static condition and in open storage. She was in a terrible state when she arrived in Augsburg, Germany in the 1990s where a couple of enthusiasts had the ambitious plan to restore her to **Bf-109G-4** "Gustav" specifications, including the Daimler-Benz DB605 engine. Her first owner gave up on the plan fairly soon and in 1998 she was moved to the Messerschmitt Air Company (MAC) at Albstadt-Degerfeld. There she would undergo an expensive and time consuming restoration that took over 30,000 hours. The work was completed in 2004 and on October 8 of that year she was presented to the public; the Rote Sieben had again come to life!

On July 15, 2005 disaster struck as she was involved in a crash landing. While she touched down at her home, Albstadt-Degerfeld, the main gear collapsed resulting in a violent ground spin. The engine broke off the fuselage and the fighter was heavily damaged. At that point it wasn't clear if she would ever take to the skies again.



Restored Messerschmitt Bf 109G-6



"Red 7" shown after landing accident...

While being repaired the MAC was having difficulties with raising the funds to finalize the needed work and in December 2007 she was adopted by the Manching based Messerschmitt Stiftung. On April 2, 2008 she made, with Walter Eichhorn as her pilot, her first 15 minute test flight.

But then on April 15, 2008, just two weeks after her first flight, disaster struck again.

While on approach to Manching, the pilot, Walter Eichhorn, found out that the right main gear of the Bf 109 wasn't locked. After several attempts he found himself forced to make a wheels-up landing. The "Rote Sieben" was damaged, but thanks to the superb ability of Eichhorn the damage was kept to a minimum. After the previous accident in 2005, this meant that yet another round of repairs were necessary. After the repairs the "Rote Sieben" made her first flight on February 19, 2009 with Walter Eichhorn as pilot.

Messerschmitt Bf-109G-4 D-FWME - 7+- (red) "Red 7"





Dr. Steve Schulke's "Red 7"



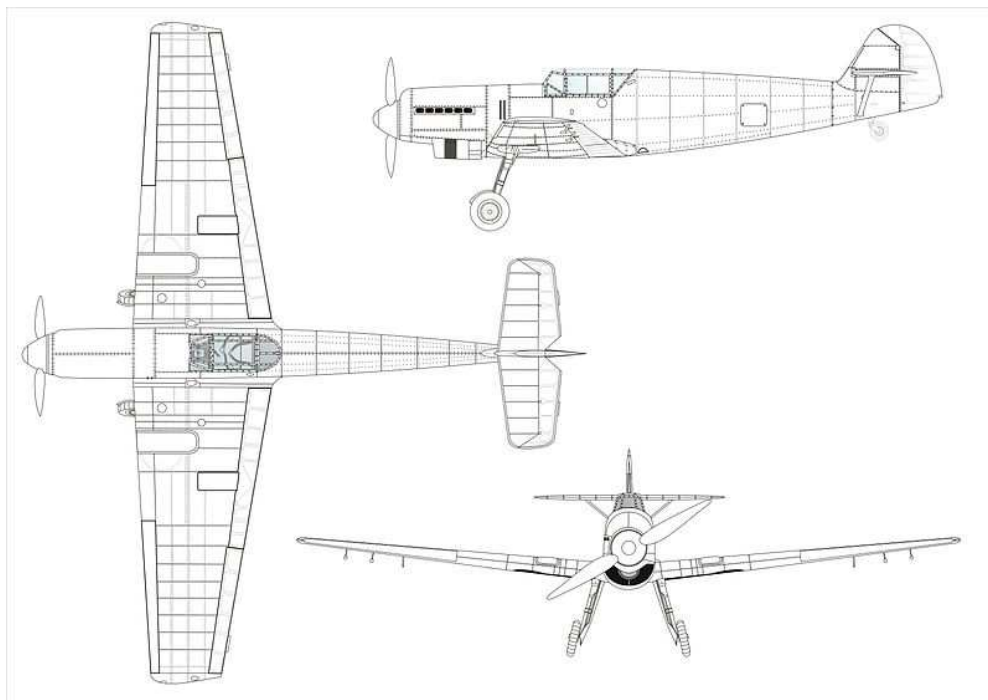
HA-1112-M1L
Hispano Aviación HA-1112-M1L / WNr 223

Ejército del Aire / C. 46-002
Bob Felt / Blue T / Paul Martin / Lufly / Gerdien
Hobart Flying Ltd / Derby 10 / Duxford / UK

© 2011 C.A.

Escuela
Av. Hermano Schmitt
R.A. Hispano.net

Original manufactured configuration of Messerschmitt Bf-109G-4 D-FWME - 7+- (Red 7) before modifications



Bf 109 V1



Messerschmitt Bf-109G-4 D-FWME - 7+- ("Red 7") in flight

Forum UBI Website

<http://forums.ubi.com/showthread.php/384489-Bf-109G-4-Rote-Sieben-flies-again!-Forums>

Die Hispano Aviacion H.A. 1112 M-1-L, W. Nr. 139 (EADS)/ Bf 109 G-4 "rote 7" hat heute um 10:40 Uhr ihren Erstflug nach der umfangreichen Reparatur durchgeführt. Walter Eichhorn flog mit ihr ca. 15 Minuten über Manching.

In short the **"Red 7"** was repaired and Walter Eichhorn flew it for about 15 minutes over Manching in the district of Pfaffenhofen, in Bavaria, Germany.

We have another Bf 109 back online!

This one, as of 15 July 2005:



Looking at the picture you would not believe the pilot escaped unhurt, and that it would ever fly again, but it did...

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Hispano Aviación HA-1112 Photo Gallery

<http://flyingart.twoday.net/topics/Profiles/>

Hispano Aviación HA-1112-M1L 'Buchón', Werk-Nr. 213, C.4K-40
umgebaut zur...



Nazi Germany Swastika

Hispano Aviation HA-1112-M1L, Werk-Nr. 223, C.4K-102, "Rote 7" or "Red 7"
aus dem Film "Battle of Britain"... heute hat sie die Kennung "Gelbe 10"



Sie wurde bei den BoB-Dreharbeiten von Marvin "Lefty" Gardner geflogen.
Er war Gründungsmitglied der **CAF** Confederate Air Force und damals Besitzer
der Lockheed P-38L 'Lightning', die heute "The Flying Bulls" gehört.

Hispano Aviación HA-1112-M1L 'Buchón', Werk-Nr. 139, C.4K-75
So sah die "Rote 7" auch einmal aus. Für den Film "Lust for Glory" (über **General**
"Patton") wurde sie Ende 1968 in das Kleid einer **Mustang** gesteckt. Dazu wurde
ihr eine **P-51** Kühlerimitation untergenietet und sie bekam eine fiktive US-
Lackierung. Im Januar 1969 wurde sie bei einem Startunfall auf dem Flugplatz von
Le Havre beschädigt.

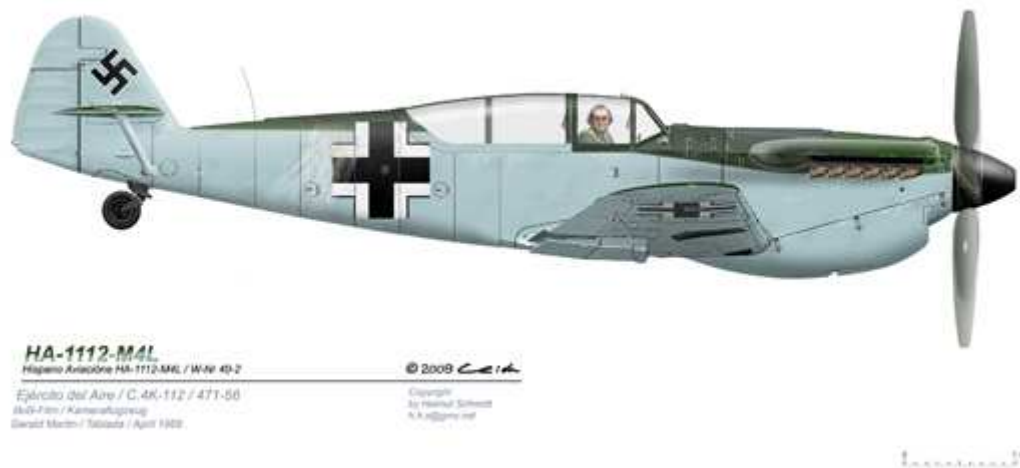


*Im Film sah man übrigens keine der drei "Buchón-Mustangs"...
sie hatten die Kennungen G-AWHG, G-AWHL und G-AWHS.*

Hispano Aviación HA-1112-M4L, Werk-Nr. 40 (40/2), C.4K-112

Bei der Produktion des Spielfilmes "Luftschlacht um England" (BoB) flog sie als Kamera-Flugzeug. Cockpit- und Luftkampfscenen während des Fluges wurden mit ihr gefilmt. Die meisten Flugaufnahmen wurden 1968 in der Nähe von Tablada in Spanien gedreht. Zuerst hatte die 'M4L' keine Kennung und Staffelabzeichen...
die Propellerhaube war schwarz lackiert.

Gerald Martin war der Pilot des 'Kamera-Doppelsitzers'



Umbau aus HA-1109-K1L, Werk-Nr. 40



End of an Era



Peace Be With You Steve Schulke...

From Orlando Sentinel Newspaper Article February 17, 1975

Received from Orlando Sentinel Sep 16, 2012—Al Barrs

"SEA CHALLENGER" and "AIR CHALLENGER"

**Steve Schulke: Passion for Planes, Boats Adventure
February 17, 1975 Orlando Sentinel News**

Dr. M. D. Schulke - known to his friends as Steve - was a man with a passion for vintage warplanes and a penchant for adventure.

His hobbies, his incessant fiddling with airplanes and his love for travel took Schulke from neighborhood stunt flights to an exotic round the world excursion.

ON SUNDAY, the Orlando dentist and his son Jeff were believed to have been the victims of a crash of a surplus Army trainer plane during an afternoon flight near Eustis.

Schulke's romances with flying stretched back to his parents' farm in Iowa where, when he was 10 years old, he built a mock-up of a plane panel in a shed, complete with stick and gyros. "I flew that shed by the hour," he was to recall many years later.

After graduation from The University of Iowa, marriage and two years in the Army, Steve and his wife Peggy decided to live in Winter Park. This time he had earned his pilot's license and instructor's rating.

HE ALSO began what was to be a lifelong infatuation with vintage planes. Schulke acquired a T-6 Harvard (Texan) that belonged to the Canadian Air Force, then joined the Warbirds, a select association of men owning planes used in World War II.

In 1971, in partnership with Maitland automotive dealer Johnny Bolton, he bought a P-51 Mustang, a World War II vintage fighter plane, and one of only 25 still flying.

On June 9, 1973, Schulke saw the beginning of a long nurtured dream come true when he, his wife and children Jeff, Sheri and Carolyn set sail for a round-the-world venture on their 44-foot vessel, the "Sea Challenger". Two days later they were captured by a Cuban gunboat and held in Cuba for 36 hours.

THE VOYAGE resumed on June 16 and took the Schulke family to New Zealand where Steve docked the "Sea Challenger" to return to his dental practice and organize the next leg of the trip: A flight from Herndon Airport in a 30-year old aircraft ("Air Challenger") to pickup the family in New Zealand and begin a flying adventure that would cover 25 countries, and several months.

PICTURE CAPTION ON FOLLOWING PAGE:

DR. SCHULKE ABOARD HIS BOAT "SEA CHALLENGER" IN JUNE 1973

...Schulke family's around-the-world trip was delayed by Cuban gunboat

-- Transcribed by Al Barrs albarrs@wfeca.net September 17, 2012

Steve Schulke: Passion For Planes, Adventure

airplane crashes; Lake Co
Dr. M. D. Schulke — known to his friends as Steve — was a man with a passion for vintage warplanes and a penchant for adventure.

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DR. SCHULKE ABOARD HIS BOAT SEA CHALLENGER IN JUNE 1973
... Family's around-the-world trip was delayed by Cuban gunboat

(Sentinel Star Photo)

On June 9, 1973, Schulke saw the beginning of a long nurtured dream come true when he, his wife and children Jeff, Sheri and Carolyn set sail for a round-the-world venture on their 44-foot vessel, the Sea Challenger. Two days later they were

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practice and organize the next leg of the trip: a flight from Herndon Airport in a 30-year-old aircraft to pick up the family in New Zealand and begin a flying adventure that would cover 25 countries, and several months.

--Thanks to Susan K. Thompson, Senior Researcher Orlando Sentinel News for this newspaper clip...Al Barrs



Merryl D. Schulke Genealogy and Obituary...

Dr. Merryl Dean "Steve" Schulke, born 19 JUN 1931 in Cherokee County, Iowa, lived in Winter Park, Orange County, Florida and died 16 FEB 1975 at 10:45AM ET in Lake County, Florida...

Merryl D. Schulke Genealogy Resource:

Index: <http://surnames.meaning-of-names.com/genealogy/shulke/>

Schulke Genealogy

The best **Schulke** genealogy resources found on the Web. We hope you will participate on the **Schulke** forums it is a great place to find or post information on **Schulke** genealogy and is completely free to participate. We have collected some of the best resources from across the web to do research on **Schulke** history, **Schulke** ancestry, and **Schulke** family connections.

If you are a **Schulke**, or are related to the **Schulke** family we invite you to participate and exchange genealogical information.

Dr. Merryl Dean "Steve" Schulke

[Florida Death Index, 1877-1998](#)

Death: 10:45AM ET February 16, 1975
Name: Merryl Dean Schulke
Birth: June 19, 1931
Death: February 16, 1975 - Lake County, Florida, United States
(airplane accident)

Rootsweb Ancestry Website

<http://wc.rootsweb.ancestry.com/cgi-bin/igm.cgi?op=REG&db=grunig&id=I00154>

Family Tree: Family Group 103. [Merryl Dean Schulke](#) ([Theodor Carl Max Schulke](#)⁴, [Theodor Schuelke](#)³, [Carl Gottlieb Theodor Schuelke](#)², [Friedrich Schuelke](#)¹) was born 19 JUN 1931 in Cherokee County, Iowa, lived in Winter Park and died 16 FEB 1975 in Lake County, Florida. [Merryl Schulke](#) married [Margaret Gebhart](#).

Children of [Merryl Dean Schulke](#) and [Margaret Gebhart](#) were/are:

- 221 i. [Jeffrey Theodore Schulke](#) was born 15 FEB 1968 in St. Louis, Missouri, and died 16 FEB 1975 in an aircraft accident in Lake County, Florida.
- + 222 ii. [Living Sheri](#)
- 223 iii. [Living Carolyn](#), married [Living Lindenmuth](#).

+++++++†+++++++

Grunig/Fett/Harjes/Langner and Families of Hanover, Iowa
Entries: 37350 Updated: July 27, 2012 14:01:26 UTC (Friday)

Contact: [Dave](#)

Dave Grunig: dave.grunig2008@comcast.net

dave_grunig2008@comcast.net

Notice; not all data has been verified. Please submit corrections for any errors that you find. Other family researchers who may be contacted are [Elaine Hatland](#) (ehatland@q.com) or [Glenda Janssen](#) (glenda_janssen@msn.com)

[Index](#) | [Descendancy](#) | [Register](#) | [Pedigree](#) | [Ahnentafel](#) | [Public Profile](#) | [Add Post-em](#)

- *ID:* I01219
- *Name:* [Merryl Dean Schulke](#)
- *Sex:* M
- *Birth:* 19 JUN 1931 in **Cherokee County, Iowa**
- *Death:* 16 FEB 1975 in **Winter Park, Florida**
- *Note:* Obituary of [Merryle](#) and son [Jeffry Schulke](#)
- *Note:* [Dr. Merryl Schulke](#) and his son [Jeffry Schulke](#) were killed in an aircraft crash in Lake County, FL near Eustis, Florida.

February 1975:

This community was saddened to learn of the death of [Dr. Merryl Schulke](#), 43, and his son Jeffry Theodore, 17, of Orlando Florida, both of whom perished in the crash of one of [Merryl](#)'s aircraft. Memorial services for the 2 will be held at Orlando Florida today.

Son of [Mrs. Faye Schulke](#) and the late [Theodore \(Ted\) Schulke](#), [Merryl](#) was born and raised in this community. He graduated from Aurelia High School in 1949. He then attended the **University of Iowa, Iowa City, where he graduated from the School of Dentistry in 1957 with a DDS degree (Doctor of Dental Surgery).** [Merryl](#) was united in marriage with [Margaret Gebhardt](#) in Aurelia, Iowa on Aug., 24, 1952. The couple moved to the Orlando Florida area where he opened

his dental practice in 1959.

In addition to being a dentist, **Merryl** had numerous other interests. He was an accomplished skin diver, became a pilot and was a proficient aerobatic pilot and aerobatic instructor. He collected and flew numerous WW II military aircraft. He owned a P-51 Cavalier Mustang II "Doc's Doll", A British Hawker Sea Fury, A Lockheed LearStar twin engine airplane, a German Messerschmitt ME 109 and T-34 Air Force trainer. **Merryl** put on many air shows with his P-51 Cavalier Mustang II. The family also enjoyed sky diving and sailing and the family had recently gone on a world cruise in their own 44-foot sail boat, Sea Challenger, and had recently flown around the world in **Merryl's** LearStar, "Air Challenger".

Dr. Schulke is survived by his wife, **Margaret**; 2 daughters, **Sheri**, 17, and **Carolyn**, 11 and his Mother **Faye Schulke** of Aurelia, Iowa. His father passed away Feb 1.

Son **Jeffry Theodore** is survived by his mother, his twin sister, **Sheri**, his sister, **Carolyn** and his Grandmother.



Schulke Family Group:

Father: **Theodor Carl Max Schulke** b: 8 JUL 1902 in Diamond Township, Cherokee County, Iowa

Mother: **Fae E. Schoonover** b: 4 AUG 1903 in Pitcher Township, Cherokee County, Iowa

Marriage 1: **Living Gebhart**

Children:

1. **Jeffrey Theodore Schulke** b: 15 FEB 1968 in St. Louis, Missouri
2. **Living Schulke**
3. **Living Schulke**

+++++

Schulke Family Tree:

Grunig/Fett/Harjes/Langner and Families of Hanover, Iowa

Entries: 37350 Updated: 2012-07-27 14:01:26 UTC (Fri)

Contact: [Dave](#)

dave_grunig2008@comcast.net

Notice; not all data has been verified. Please submit corrections for any errors that you find. Other family researchers who may be contacted are [Elaine Hatland](#) (ehatland@q.com) or [Glenda Janssen](#) (glenda_janssen@msn.com)

[Index](#) | [Individual](#) | [Descendancy](#) | [Pedigree](#) | [Ahnentafel](#) | [Public Profile](#)

Descendant Register, Generation No. 1

-
1. [Carl Gottlieb Theodor Schuelke](#) ([Friedrich Schuelke](#)¹) was born 1 APR 1827 in Schöna, Schlöchau, West Prussia, Germany, and died 19 DEC 1919 in Hanover, Iowa. He was buried 19 DEC 1872 in St. John Lutheran Cemetery, Hanover, Buena Vista County, Iowa. He married [Wilhelmine Reineke](#) ABT 1854 in West Prussia. She was born 15 SEP 1826 in Fraben, Neustettin, Pommern, West Prussia, Germany, and died 24 FEB 1908 in Hanover, Iowa. She was buried 26 FEB 1908 in St. John Lutheran Cemetery, Hanover, Buena Vista County, Iowa.

Children of Carl Gottlieb Theodor Schuelke and Wilhelmine Reineke are:

- + 2 i. [Wilhelm August Friedrich Schulke](#) was born 14 AUG 1855 in West Prussia, and died 6 APR 1942 in Delmont, Douglas County, South Dakota.
- + 3 ii. [Friederike "Carrie" Schuelke](#) was born 31 JUL 1859 in Germany, and died Deceased in Chicago, Cook County, Illinois.
- + 4 iii. [Carl G. "Charles" Schulke](#) was born 30 OCT 1861 in West Prussia, Germany, and died 30 NOV 1946 in Hanover, Iowa.
- + 5 iv. [Bertha Schuelke](#) was born 12 JUN 1864 in Alt Strachen, Pommern,

West Prussia, Germany, and died 4 JUL 1942 in Hanover, Iowa.

- + 6 v. [Theodor Schuelke](#) was born 12 JUN 1864 in Pommern, West Prussia, Germany, and died 13 NOV 1938 in Hanover, Iowa.

Descendant Register, Generation No. 2

2. [Wilhelm August Friedrich Schulke](#) ([Carl Gottlieb Theodor Schuelke](#)², Friedrich Schuelke¹) was born 14 AUG 1855 in West Prussia, and died 6 APR 1942 in Delmont, Douglas County, South Dakota. He married [Emma Marie Dorez Bumann](#) 12 MAR 1882 in Buena Vista County, Iowa, daughter of Ludwig Bumann and Maria Neiland. She was born 10 MAR 1863 in Indiana, and died 29 NOV 1949 in Delmont, Douglas County, South Dakota.

Children of Wilhelm August Friedrich Schulke and Emma Marie Dorez Bumann are:

- 7 i. [Bertha Auguste Wilhemine Schulke](#) was born 26 FEB 1882 in Hanover, Iowa, and died 27 JUL 1977 in Blair, Nebraska or Delmont, South Dakota. She married [Wilhelm Carl \(Bill\) Sroka](#) 6 MAR 1903 in Hanover, Iowa, son of Karl Sroka and Rosina (Rosa) Langner. He was born 6 APR 1879 in Epworth, Dubuque County, Iowa, and died 17 FEB 1960 in Delmont, Douglas County, South Dakota.
- + 8 ii. [Friedrich Ludwig August Carl Wilhelm Schulke](#) was born 1 OCT 1884 in Hanover, Iowa, and died 4 APR 1964 in Silver Bow County, Montana.
- + 9 iii. [\(Lena\) Henriette Magdalene Schulke](#) was born 12 JUL 1886 in Hanover, Iowa, and died 13 AUG 1967 in Delmont, South Dakota.
- + 10 iv. [Emma Maria Ernestine Schulke](#) was born 5 MAY 1888 in Hanover, Iowa, and died 1 MAR 1977 in San Jose, California.
- 11 v. [Wilhelmina Maria Amanda Schulke](#) was born 15 JUL 1890 in Hanover, Iowa, and died 25 OCT 1981 in Blair, Nebraska. She married [LeRoy Baker Gulotta](#) BET 1920 AND 1930. He was born 30 SEP 1876 in Nevada, and died Deceased.
- + 12 vi. [Heinrich Carl Wilhelm Schulke](#) was born 25 AUG 1892 in Cherokee County, Iowa, and died OCT 1970 in Great Bend, Barton County,

Kansas.

- + 13 vii. [Charles Max Schulke](#) was born 14 FEB 1895 in South Dakota, and died 25 MAY 1974 in Cheyenne, Wyoming.
- + 14 viii. [Marie H. Schulke](#) was born 19 AUG 1897 in South Dakota, and died 4 JAN 1987 in Hayward, Alameda, California.
- + 15 ix. [Clara L. Schulke](#) was born 28 JAN 1900 in South Dakota, and died Deceased.
- 16 x. [William L. Schulke](#) was born 22 OCT 1902 in Delmont, South Dakota, and died 18 JAN 1994 in Faith, Mead County, South Dakota. He married [Elsie Herbst](#) 17 JAN 1933 in Mead County, South Dakota, daughter of Paul A. Herbst and Emma Unknown. She was born 4 JAN 1902 in Hillside, South Dakota, and died 24 NOV 1993 in Faith, Mead County, South Dakota.

3. [Friederike "Carrie" Schuelke](#) (Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 31 JUL 1859 in Germany, and died Deceased in Chicago, Cook County, Illinois. She married [William Hartkoff](#). He was born ABT 1855, and died Deceased in Chicago, Cook County, Illinois. She married [Unknown Bordowski](#). He died Deceased in Chicago, Cook County, Illinois.

Child of Friederike "Carrie" Schuelke and William Hartkoff is:

- 17 i. [William Hartkoff](#) was born in Chicago, Cook County, Illinois, and died Deceased.

4. [Carl G. "Charles" Schulke](#) (Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 30 OCT 1861 in West Prussia, Germany, and died 30 NOV 1946 in Hanover, Iowa. He was buried in St. John Lutheran Cemetery, Hanover, Buena Vista County, Iowa. He married [Mathilda Marie Elske](#) 30 AUG 1889 in Hanover, Buena Vista County, Iowa, daughter of Wilhelm Elske and Wilhelmina Teske. She was born 28 FEB 1870 in Pommern, Prussia, and died 27 JAN 1959 in Hanover, Iowa. She was buried in St. John Lutheran Cemetery, Hanover, Buena Vista County, Iowa.

Children of Carl G. "Charles" Schulke and Mathilda Marie Elske are:

- + 18 i. [Theodore Franz Friedrich Schulke](#) was born 1 OCT 1890 in Cherokee

County , Iowa, and died 30 JUN 1940 in Hanover, Iowa.

- 19 ii. [Wilhelmine Albertine Schulke](#) was born 26 JAN 1892 in Diamond Township, Cherokee County, Iowa, and died MAR 1976 in Atlanta, Georgia. She married [Vernon Russell Cobb](#). He was born 11 NOV 1893 in Georgia, and died Deceased in Atlanta, Georgia.
 - 20 iii. [Baby Schulke](#) was born 1893 in Diamond Township, Cherokee County, Iowa, and died 1893 in Diamond Township, Cherokee County, Iowa.
 - + 21 iv. [Anna Marie Schulke](#) was born 18 MAY 1894 in Diamond Township, Cherokee County, Iowa, and died 24 MAY 1982 in Boise, Idaho.
 - + 22 v. [Bertha Wilhelmine Caroline Schulke](#) was born 18 MAY 1896 in Diamond Township, Cherokee County, Iowa, and died 8 NOV 1994 in Boise, Ada County, Idaho.
 - 23 vi. [Edward Georg Heinrich Schulke](#) was born 16 DEC 1897 in Cherokee County, Iowa, and died 29 AUG 1961 in Hanover, Iowa.
 - + 24 vii. [Elisabeth Elsa Mathilde Schulke](#) was born 27 SEP 1899 in Diamond Township, Cherokee County, Iowa, and died 12 APR 1992.
 - 25 viii. [Richard Emil Max Schulke](#) was born 27 MAR 1902 in Diamond Township, Cherokee County, Iowa, and died 1903 in Hanover, Iowa.
 - + 26 ix. [Elda Mathilda Bertha Schulke](#) was born 13 MAR 1904 in Diamond Township, Cherokee County, Iowa, and died 17 JAN 1997 in Carroll, Carroll County, Iowa.
 - + 27 x. [Mamie Auguste Neta Schulke](#) was born 22 JUN 1906 in Aurelia, Iowa, and died 9 JUL 1997 in Webster County, Iowa.
 - + 28 xi. [Walter Franz Herman Schulke](#) was born 4 JUN 1908 in Diamond Township, Cherokee County, Iowa, and died 1 AUG 1981 in Galva, Iowa.
 - + 29 xii. [Harry Martin Jacob Schulke](#) was born 9 MAY 1910 in Diamond Township, Cherokee County, Iowa, and died 31 OCT 1997 in Early, Sac County, Iowa.
5. [Bertha Schuelke](#) (Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 12 JUN 1864 in Alt Strachen, Pommern, West Prussia, Germany, and died 4 JUL 1942 in Hanover, Iowa. She was buried in Hanover, Iowa. She married [Eduard "Edward" Hagen](#) 9 NOV 1884 in Hanover, Buena Vista County, Iowa. He was born ABT 1860 in Germany, and died Deceased in Iowa. She married [Albert](#)

[Julius Fett](#) 19 APR 1885 in Alta, Iowa, son of Gottlieb August Fett and Florentine Wilhelmine Krawetzke. He was born 15 SEP 1851 in Pommern, Prussia, and died 21 FEB 1927 in Hanover, Iowa.

Children of Bertha Schuelke and Albert Julius Fett are:

- + 30 i. [Maria \(Mary\) Augusta Fett](#) was born 9 APR 1886 in Cherokee County, Iowa, and died 20 JUN 1943 in Storm Lake, Iowa.
 - + 31 ii. [Bertha Anna Martha Fett](#) was born 21 FEB 1889 in Hanover, Iowa, and died 26 APR 1981 in Storm Lake, Iowa.
 - + 32 iii. [August Adolph Wilhelm Fett](#) was born 12 MAR 1892 in Hanover, Iowa, and died 10 JAN 1974 in Storm Lake, Iowa.
 - + 33 iv. [Carl Julius August Fett](#) was born 11 JAN 1896 in Hanover, Iowa, and died 10 APR 1949 in Storm, Lake, Iowa.
 - + 34 v. [Mathilda Adeline Theodora Fett](#) was born 27 MAY 1900 in Hanover, Iowa, and died 26 AUG 1984 in Schaller, Iowa.
 - 35 vi. [Albert Theodor Fett](#) was born 27 DEC 1904 in Hanover, Iowa, and died 15 AUG 1990 in Storm Lake, Iowa. He married [Frances "Florence" Wendel](#) 31 MAR 1926 in Hanover, Iowa, daughter of Heinrich Wendel and Anna Burhenn. She was born 12 JAN 1905 in Schaller, Iowa, and died 23 AUG 1990 in Storm Lake, Iowa.
6. [Theodor Schuelke](#) (Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 12 JUN 1864 in Pommern, West Prussia, Germany, and died 13 NOV 1938 in Hanover, Iowa. He was buried in St. John Lutheran Cemetary, Hanover, Buena Vista County, Iowa. He married [Caroline "Lena" Neujohr](#) 15 JUL 1894 in Hanover, Iowa, daughter of Carl Neujohr and Wilhelmine Kreklau. She was born 11 JUN 1868 in Tichel, Germany, and died 25 JUL 1965 in Hanover, Iowa. She was buried in St. John Lutheran Cemetary, Hanover, Buena Vista County, Iowa.

Children of Theodor Schuelke and Caroline "Lena" Neujohr are:

- + 36 i. [Mathilde Wilhelmne Florentine Schulke](#) was born 18 APR 1895 in Diamond Township, Cherokee County, Iowa, and died 16 OCT 1934 in Buena Vista County, Iowa.
- + 37 ii. [Wilhemina Bertha Louise Schulke](#) was born 31 OCT 1896 in Diamond

Township, Cherokee County, Iowa, and died 27 AUG 1916 in Alta, Buena Vista County, Iowa.

- + 38 iii. ["Charles" Carl Albert Berthold Schulke](#) was born 22 FEB 1899 in Diamond Township, Cherokee County, Iowa, and died 26 DEC 1984 in Aurelia, Iowa.
- + 39 iv. [Theodor Carl Max Schulke](#) was born 8 JUL 1902 in Diamond Township, Cherokee County, Iowa, and died 1 FEB 1975 in Cherokee County, Iowa.

Descendant Register, Generation No. 3

8. [Friedrich Ludwig August Carl Wilhelm Schulke](#) (Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 1 OCT 1884 in Hanover, Iowa, and died 4 APR 1964 in Silver Bow County, Montana. He married [Jane A. Lewis](#). She was born 22 MAR 1887 in England, and died 12 APR 1973 in Solano County, California.

Child of Friedrich Ludwig August Carl Wilhelm Schulke and Jane A. Lewis is:

- 40 i. [Living Schulke](#). She married [Living Porter](#).
9. [\(Lena\) Henriette Magdalene Schulke](#) (Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 12 JUL 1886 in Hanover, Iowa, and died 13 AUG 1967 in Delmont, South Dakota. She married [Friedrich Herman \(Fred\) Sroka](#) 15 SEP 1910 in Delmont, South Dakota, son of Karl Sroka and Rosina (Rosa) Langner. He was born 23 OCT 1886 in Hanover, Buena Vista County, Iowa, and died 6 MAY 1959 in Delmont, South Dakota. He was buried 10 MAY 1959 in Zion Lutheran Church Cemetery, Delmont, South Dakota.

Child of (Lena) Henriette Magdalene Schulke and Friedrich Herman (Fred) Sroka is:

- + 41 i. [Donna Marie Sroka](#) was born 13 JAN 1914 in Delmont, Douglas County, South Dakota, and died 21 FEB 1973 in Ponca, Dixon County, Nebraska.
10. [Emma Maria Ernestine Schulke](#) (Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 5 MAY 1888 in

Hanover, Iowa, and died 1 MAR 1977 in San Jose, California. She married [Roy Carson Amarine](#) 9 DEC 1908 in Armour, Douglas County, South Dakota, son of John C. Amarine and Sarah M. Unknown. He was born 13 NOV 1884 in Early, Boyer Valley Township, Sac County, Iowa, and died 28 NOV 1949 in Whitehall, Jefferson Township, Madison County, Montana.

Child of Emma Maria Ernestine Schulke and Roy Carson Amarine is:

- 42 i. [Maxine Emma Amarine](#) was born 8 OCT 1910 in Delmont, South Dakota, and died 20 AUG 1987 in Santa Clara, California. She married [Melvin Kenville](#), son of Walter F. Kenville and Johanna "Anna" J. Kelliher. He was born 20 FEB 1911 in San Jose, California, and died 8 AUG 1968 in San Jose, California.
- 12. [Heinrich Carl Wilhelm Schulke](#) (Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 25 AUG 1892 in Cherokee County, Iowa, and died OCT 1970 in Great Bend, Barton County, Kansas. He married [Florence B. Kirkpatrick](#) 23 AUG 1915, daughter of John H. Kirkpatrick and Lurena Jones. She was born 14 AUG 1898 in Brookdale Township, Rush County, Kansas, and died AUG 1987 in Great Bend, Barton County, Kansas.

Child of Heinrich Carl Wilhelm Schulke and Florence B. Kirkpatrick is:

- + 43 i. [Meredith D. Schulke](#) was born 26 MAY 1916 in Twin Bidges, Madison County, Montana, and died 5 MAY 1977 in VA Hospital, Leavenworth, KS.
- 13. [Charles Max Schulke](#) (Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 14 FEB 1895 in South Dakota, and died 25 MAY 1974 in Cheyenne, Wyoming. He married [Mildred G. Milner](#) 25 AUG 1923 in Marysville, Kansas. She was born 28 FEB 1902 in West Branch, Iowa, and died 16 JAN 1993 in Monroe County, Washington.

Children of Charles Max Schulke and Mildred G. Milner are:

- + 44 i. [Living Schulke](#).
- + 45 ii. [Living Schulke](#).

14. [Marie H. Schulke](#) (Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 19 AUG 1897 in South Dakota, and died 4 JAN 1987 in Hayward, Alameda, California. She married [Darrel James](#).

Child of Marie H. Schulke and Darrel James is:

+ 46 i. [David James](#) died 1977.

15. [Clara L. Schulke](#) (Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 28 JAN 1900 in South Dakota, and died Deceased. She married [Melvin E. Sommers](#) ABT 1922. He was born ABT 1898 in Montana, and died Deceased.

Child of Clara L. Schulke and Melvin E. Sommers is:

+ 47 i. [Living Sommers](#).

18. [Theodore Franz Friedrich Schulke](#) (Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 1 OCT 1890 in Cherokee County, Iowa, and died 30 JUN 1940 in Hanover, Iowa. He was buried in St. John Lutheran Cemetary, Hanover, Buena Vista County, Iowa. He married [Edna Wilhemine Sophie Louise Lehnhardt](#) 28 MAR 1917 in Galva, Ida County, Iowa, daughter of Wilhelm Lehnhardt and Louise Rebecca Mehlhop. She was born 1 MAY 1892 in Buena Vista County, Iowa, and died 20 MAY 1947 in Hanover, Iowa.

Children of Theodore Franz Friedrich Schulke and Edna Wilhemine Sophie Louise Lehnhardt are:

+ 48 i. [Leonard Lyle Schulke](#) was born 5 MAR 1918 in Cherokee County, Iowa, and died 3 SEP 1944 in Galva, Iowa.

+ 49 ii. [Vernon Wayne Schulke](#) was born 4 SEP 1923 in Roswell, South Dakota, and died 13 SEP 1974 in Storm Lake, Iowa.

21. [Anna Marie Schulke](#) (Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 18 MAY 1894 in Diamond Township, Cherokee County, Iowa, and died 24 MAY 1982 in Boise, Idaho. She was buried in Storm Lake, Iowa. She married [Unknown Howard](#). She married [Charles Edward Haden](#) 17 JUN 1914 in Hanover, Iowa. He was born 5 APR 1887, and

died 4 FEB 1948. He was buried in Storm Lake, Iowa.

Child of Anna Marie Schulke and Charles Edward Haden is:

+ 50 i. [Living Haden](#).

22. [Bertha Wilhelmine Caroline Schulke](#) (Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 18 MAY 1896 in Diamond Township, Cherokee County, Iowa, and died 8 NOV 1994 in Boise, Ada County, Idaho. She married [Ray Walton Fraser](#) BET 1920 AND 1925, son of Alexander E. Fraser and Hattie Stoddard. He was born 2 MAY 1898 in Ida County, Iowa, and died MAR 1969 in Boise, Ada County, Idaho.

Children of Bertha Wilhelmine Caroline Schulke and Ray Walton Fraser are:

51 i. [Living Fraser](#).

52 ii. [Living Fraser](#).

24. [Elisabeth Elsa Mathilde Schulke](#) (Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 27 SEP 1899 in Diamond Township, Cherokee County, Iowa, and died 12 APR 1992. She married [Harold Henry Kitchen](#) 23 APR 1919 in Sioux City, Iowa. He was born 14 MAR 1896 in Galva, Ida County, Iowa, and died 3 DEC 1972 in Pennington County, South Dakota.

Children of Elisabeth Elsa Mathilde Schulke and Harold Henry Kitchen are:

53 i. [Living Kitchen](#).

54 ii. [Living Kitchen](#). She married [Living Viets](#).

55 iii. [Larry Harold Kitchen](#) was born 3 MAR 1937 in Iowa, and died 25 JAN 1953 in Galva, Iowa.

26. [Elda Mathilda Bertha Schulke](#) (Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 13 MAR 1904 in Diamond Township, Cherokee County, Iowa, and died 17 JAN 1997 in Carrol, Carroll County, Iowa. She married [Curtis DeWitt Boorman](#) JUN 1925. He was born 22 OCT 1892 in Centralia, Wood County, Wisconsin, and died 27 JAN 1973 in Galva, Ida County, Iowa.

Children of Elda Mathilda Bertha Schulke and Curtis DeWitt Boorman are:

- 56 i. [Dawn Arlene Boorman](#) was born 19 FEB 1926 in Ida Grove, Ida County, Iowa, and died 26 MAR 1972.
- 57 ii. [Living Boorman](#).
- 58 iii. [Charles Curtis Boorman](#) was born 21 JAN 1933 in Sac County, Iowa, and died 10 MAY 1954.
- 59 iv. [Living Boorman](#).

27. [Mamie Auguste Neta Schulke](#) (Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 22 JUN 1906 in Aurelia, Iowa, and died 9 JUL 1997 in Webster County, Iowa. She married [Leonard Steig](#) 23 FEB 1932 in Aurelia, Iowa, son of Fred Steig and Mary Martz. He was born 1 FEB 1907 in Storm Lake, Buena Vista County, Iowa, and died 4 JUN 1957.

Children of Mamie Auguste Neta Schulke and Leonard Steig are:

- 60 i. [Living Steig](#). He married [Sue Clifford](#). She was born 1 JAN 1930 in Pensacola, Florida, and died 4 AUG 2004 in Fort Dodge, Iowa. He married [Living Unknown](#).
- + 61 ii. [Fred Warren Steig](#) was born 14 AUG 1938 in Storm Lake, Buena Vista County, Iowa, and died 13 SEP 1980 in Saint Louis, Minnesota.

28. [Walter Franz Herman Schulke](#) (Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 4 JUN 1908 in Diamond Township, Cherokee County, Iowa, and died 1 AUG 1981 in Galva, Iowa. He married [Martha Frieda Marie Schulz](#) 2 SEP 1932 in Kansas City, Missouri, daughter of Otto Schulz and Mathilda Klett. She was born 18 SEP 1907 in St. Paul, Minnesota, and died 1 MAR 2012 in Cedar Rapids, Iowa.

Children of Walter Franz Herman Schulke and Martha Frieda Marie Schulz are:

- + 62 i. [Living Schulke](#).
- + 63 ii. [George Edward Schulke](#) was born 6 JUL 1937 in Storm Lake, Iowa, and died 25 NOV 2004 in Corsicana, Texas.

+ 64 iii. [Living Schulke](#).

+ 65 iv. [Living Schulke](#).

29. [Harry Martin Jacob Schulke](#) (Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 9 MAY 1910 in Diamond Township, Cherokee County, Iowa, and died 31 OCT 1997 in Early, Sac County, Iowa. He married [Elvira Helena Schulz](#) 10 JAN 1939 in Brookings, South Dakota, daughter of Arthur W. Schultz and Helena Poplau. She was born 16 SEP 1916 in Green Isle, Sibley County, Minnesota, and died 27 JUL 1999 in Early, Sac County, Iowa.

Children of Harry Martin Jacob Schulke and Elvira Helena Schulz are:

66 i. [Gerald Arthur Schulke](#) was born 2 JUL 1939 in Storm Lake, Iowa, and died 10 FEB 1952 in Storm Lake, Iowa.

+ 67 ii. [Living Schulke](#).

30. [Maria \(Mary\) Augusta Fett](#) (Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 9 APR 1886 in Cherokee County, Iowa, and died 20 JUN 1943 in Storm Lake, Iowa. She was buried in Buena Vista County Memorial Park Cemetery, Storm Lake, Iowa. She married [Fred Grunig](#) 25 JAN 1911 in Hanover, Iowa, son of Christian Grünig and Anna Barbara Rohrbach. He was born 7 DEC 1887 in Burgistein, Bern, Switzerland, and died 20 APR 1983 in Storm Lake, Iowa (Marian Health Center, Sioux City). He was buried 23 APR 1983 in Buena Vista County Memorial Park Cemetery, Storm Lake, Iowa.

Children of Maria (Mary) Augusta Fett and Fred Grunig are:

+ 68 i. [Roy Albert Walter Grunig](#) was born 2 JUN 1912 in Diamond Township, Cherokee County, Iowa, and died 31 MAR 1997 in Storm Lake, Iowa.

+ 69 ii. [Ellen Bertha Mathilde Grunig](#) was born 7 MAR 1916 in Diamond Township, Cherokee County, Iowa, and died 8 FEB 1983 in Nemaha, Iowa.

+ 70 iii. [Lorna Ethel Grunig](#) was born 9 MAR 1920 in Diamond Township, Cherokee County, Iowa, and died 23 OCT 1998 in Albert City, Iowa.

+ 71 iv. [Living Grunig](#).

+ 72 v. [Living Grunig](#).

31. [Bertha Anna Martha Fett](#) (Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 21 FEB 1889 in Hanover, Iowa, and died 26 APR 1981 in Storm Lake, Iowa. She married [Max Otto Franz Schuelke](#) 27 MAY 1908 in Hanover, Buena Vista County, Iowa, son of Wilhelm Ludwig Schulke and Augusta Marie Louise Penke. He was born 12 JUL 1884 in Cherokee County, Iowa, and died 28 JUL 1969 in Storm Lake, Iowa. He was buried in Storm Lake, Iowa.

Children of Bertha Anna Martha Fett and Max Otto Franz Schuelke are:

- + 73 i. [Paula Bertha Augustine Schuelke](#) was born 18 FEB 1910 in Buena Vista County, Iowa, and died 9 JAN 1975 in Saint Paul, Ramsey County, Minnesota.
- + 74 ii. [Elmer Albert Herman Schuelke](#) was born 18 APR 1912 in Buena Vista County, Iowa, and died APR 1987 in Storm Lake, Iowa.
- + 75 iii. [Victor Schuelke](#) was born 7 JAN 1920 in Buena Vista County, Iowa, and died 30 JUN 1979 in Sioux Rapids, Iowa.

32. [August Adolph Wilhelm Fett](#) (Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 12 MAR 1892 in Hanover, Iowa, and died 10 JAN 1974 in Storm Lake, Iowa. He was buried in Hanover, Iowa. He married [Mamie Elisabeth Schweitzer](#) 30 AUG 1916 in Hanover, Iowa, daughter of Johann Christian Schweitzer and Anna Michel. She was born 21 FEB 1895 in Vandalia, Illinois, and died 3 DEC 1937 in Hanover, Iowa. She was buried in Hanover, Iowa. He married [Louise Elvina Rabe](#) 26 JUN 1940, daughter of Henry Rabe, Jr. and Mary Hausman. She was born 29 AUG 1895 in Odebolt, Sac County, Iowa, and died 27 JUN 1970 in Storm Lake, Iowa. She was buried in Odebolt, Iowa.

Children of August Adolph Wilhelm Fett and Mamie Elisabeth Schweitzer are:

- 76 i. [Harold Albert Christian Fett](#) was born 7 AUG 1917 in Hanover, Iowa, and died 12 DEC 1960 in Vail, Iowa. He married [Living Algae](#).
- + 77 ii. [Donald Vernon Fett](#) was born 20 DEC 1920 in Hanover, Iowa, and died 28 JUL 2005 in Buena Vista Regional Medical Center, Storm Lake,

Iowa.

78 iii. [LuVurne Wayne Fett](#) was born 30 NOV 1924 in Hanover, Iowa, and died 13 JUN 1993 in Storm Lake, Buena Vista County, Iowa.

+ 79 iv. [Living Fett](#).

80 v. [Robert Merlin Fett](#) was born 19 JUL 1936 in Hanover, Iowa, and died 29 AUG 1936 in Hanover, Iowa.

33. [Carl Julius August Fett](#) (Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 11 JAN 1896 in Hanover, Iowa, and died 10 APR 1949 in Storm, Lake, Iowa. He was buried in Buena Vista County Memorial Cemetery. He married [Anna Mathilda Manteufel](#) 18 FEB 1923, daughter of Emil August Manteufel and Louisa Alvina Mathilde Penke. She was born 18 OCT 1900 in Buena Vista County, Iowa, and died 12 MAY 1956 in Buena Vista County, Iowa. She was buried in Buena Vista County Memorial Cemetery.

Children of Carl Julius August Fett and Anna Mathilda Manteufel are:

+ 81 i. [Vernon Albert Fett](#) was born 20 FEB 1924 in Diamond Township, Cherokee County, Iowa, and died 6 JAN 1995 in Storm Lake, Iowa.

+ 82 ii. [Mildred Mae Fett](#) was born 14 AUG 1929 in Diamond Township, Cherokee County, Iowa, and died 4 APR 2006 in Rogers, Arkansas.

+ 83 iii. [Living Fett](#).

34. [Mathilda Adeline Theodora Fett](#) (Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 27 MAY 1900 in Hanover, Iowa, and died 26 AUG 1984 in Schaller, Iowa. She married [Albert Heinrich Wendel](#) 8 JAN 1919 in Hanover, Iowa, son of Heinrich Wendel and Anna Burhenn. He was born 11 FEB 1894 in Franklin Grove, Illinois, and died 3 MAY 1971 in Schaller, Iowa.

Children of Mathilda Adeline Theodora Fett and Albert Heinrich Wendel are:

+ 84 i. [Ruth Anna Wendel](#) was born 27 SEP 1920 in Family farm near Schaller, Iowa, and died 7 NOV 2003 in Willow Dale Wellness Village, Battle Creek, Iowa.

+ 85 ii. [Floyd Albert Henry Wendel](#) was born 22 FEB 1922 in Family farm near Schaller, Iowa, and died 30 OCT 2009 in Buena Vista Regional

Medical Center, Storm Lake, Iowa.

+ 86 iii. [Berneita Christena Wendel](#) was born 7 AUG 1924 in Family farm near Schaller, Iowa, and died 29 AUG 1973 in Storm Lake, Iowa.

+ 87 iv. [Living Wendel](#).

36. [Mathilde Wilhelmne Florentine Schulke](#) (Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 18 APR 1895 in Diamond Township, Cherokee County, Iowa, and died 16 OCT 1934 in Buena Vista County, Iowa. She was buried in St. John Lutheran Cemetary, Hanover, Buena Vista County, Iowa. She married [Louis "Lewis" August Johann Miller](#) 19 FEB 1916 in Hanover, Iowa, son of Friedrich Mueller\Miller and Margaretha Meta Rebekka Grieme. He was born 23 JUL 1891 in Buena Vista County, Iowa, and died 26 APR 1989 in Idaho Springs, Clear Creek County, Colorado.

Children of Mathilde Wilhelmne Florentine Schulke and Louis "Lewis" August Johann Miller are:

88 i. [Living Miller](#). She married [George Moore Claussen](#). He was born 10 JUN 1913 in Grundy County, Iowa, and died Deceased.

+ 89 ii. [Living Miller](#).

90 iii. [Living Miller](#).

37. [Wilhemina Bertha Louise Schulke](#) (Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 31 OCT 1896 in Diamond Township, Cherokee County, Iowa, and died 27 AUG 1916 in Alta, Buena Vista County, Iowa. She was buried 30 AUG 1916 in St. John Lutheran Cemetary, Hanover, Buena Vista County, Iowa. She married [Hermann Heinrich Albert Schuelke](#) 27 AUG 1916 in St. John Lutheran Church, Hanover, Iowa, son of Wilhelm Ludwig Schulke and Augusta Marie Louise Penke. He was born 11 MAR 1887 in Diamond Township, Cherokee County, Iowa, and died 30 APR 1983 in Comfrey, Minnesota. He was buried in Salem Lutheran Cemetery.

Children of Wilhemina Bertha Louise Schulke and Hermann Heinrich Albert Schuelke are:

91 i. [Enno Theodor Berthold Schuelke](#) was born 9 APR 1915 in Aurelia, Cherokee County, Iowa, and died 11 DEC 1941 in Sleepy Eye, Brown

County, Minnesota.

- + 92 ii. [Lamerne Caroline Mathilde Schuelke](#) was born 15 AUG 1916 in Alta, Buena Vista County, Iowa, and died 25 JAN 2012 in Toledo, Iowa.

38. ["Charles" Carl Albert Berthold Schulke](#) (Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 22 FEB 1899 in Diamond Township, Cherokee County, Iowa, and died 26 DEC 1984 in Aurelia, Iowa. He married [Delia Leonora Paulson](#) 15 DEC 1921 in Cherokee County, Iowa, daughter of Ole Paulsen and Gina Danielson. She was born 6 JAN 1900 in Aurelia, Iowa, and died 8 AUG 1980 in Aurelia, Iowa.

Children of "Charles" Carl Albert Berthold Schulke and Delia Leonora Paulson are:

- + 93 i. [Living Schulke](#).
+ 94 ii. [Living Schulke](#).
+ 95 iii. [Living Schulke](#).
+ 96 iv. [Nadine Carolyn Schulke](#) was born 12 NOV 1929 in Cherokee County, Aurelia, Iowa, and died Deceased.
97 v. [Neil Oliver Schulke](#) was born 7 FEB 1931 in Diamond Township, Cherokee County, Iowa, and died 17 AUG 1987 in Aurelia, Iowa.
+ 98 vi. [Living Schulke](#).
+ 99 vii. [Janice Diane Schulke](#) was born 30 APR 1934 in Cherokee County, Iowa, and died 20 APR 1990 in Council Bluffs, Pottawattamie County, Iowa.
+ 100 viii. [Living Schulke](#).
+ 101 ix. [Living Schulke](#).
+ 102 x. [Living Schulke](#).

39. [Theodor Carl Max Schulke](#) (Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 8 JUL 1902 in Diamond Township, Cherokee County, Iowa, and died 1 FEB 1975 in Cherokee County, Iowa. He married [Fae E. Schoonover](#) 12 FEB 1926 in Cherokee County, Iowa, daughter of Fred Schoonover and Mamie Waddell. She was born 4 AUG 1903 in Pitcher Township, Cherokee County, Iowa, and died 27 JAN 1992 in Cherokee County,

Iowa.

Child of [Theodor Carl Max Schulke](#) and [Fae E. Schoonover](#) is:

- + 103 i. [Merryl Dean Schulke](#) was born 19 JUN 1931 in Cherokee County, Iowa, and died 16 FEB 1975 in Winter Park, Florida.

Descendant Register, Generation No. 4

41. [Donna Marie Sroka](#) ((Lena) Henriette Magdalene Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 13 JAN 1914 in Delmont, Douglas County, South Dakota, and died 21 FEB 1973 in Ponca, Dixon County, Nebraska. She married [Marshall \(Marty\) Geeting](#) 24 FEB 1938 in Bon Homme County, South Dakota. He was born 8 SEP 1913 in Albion, Bon Homme County, South Dakota, and died FEB 1981 in Ponca, Dixon County, Nebraska.

Child of Donna Marie Sroka and Marshall (Marty) Geeting is:

- 104 i. [Living Geeting](#).

43. [Meredith D. Schulke](#) (Heinrich Carl Wilhelm Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 26 MAY 1916 in Twin Bidges, Madison County, Montana, and died 5 MAY 1977 in VA Hospital, Leavenworth, KS. He was buried in Great Bend Cemetery, Great Bend, Barton County, Kansas. He married [Living Wall](#).

Child of Meredith D. Schulke and Living Wall is:

- + 105 i. [Living Schulke](#).

44. [Living Schulke](#) (Charles Max Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Ward](#).

Children of Living Schulke and Living Ward are:

- 106 i. [Living Ward](#).

107 ii. [Living Ward](#).

45. [Living Schulke](#) (Charles Max Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Fedyle](#).

Children of Living Schulke and Living Fedyle are:

+ 108 i. [Living Schulke](#).

109 ii. [Living Schulke](#).

46. [David James](#) (Marie H. Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) died 1977. He married [Katherine Unknown](#). She died Deceased.

Child of David James and Katherine Unknown is:

110 i. [Living James](#).

47. [Living Sommers](#) (Clara L. Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Brown](#).

Children of Living Sommers and Living Brown are:

111 i. [Living Sommers](#). She married [Living James](#).

112 ii. [Living Sommers](#).

48. [Leonard Lyle Schulke](#) (Theodore Franz Friedrich Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 5 MAR 1918 in Cherokee County , Iowa, and died 3 SEP 1944 in Galva, Iowa. He married [Living Lundberg](#).

Children of Leonard Lyle Schulke and Living Lundberg are:

+ 113 i. [Living Schulke](#).

+ 114 ii. [Living Lehnhardt](#).

49. [Vernon Wayne Schulke](#) (Theodore Franz Friedrich Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 4 SEP 1923 in Roswell, South Dakota, and died 13 SEP 1974 in Storm Lake, Iowa.

He was buried in Buena Vista County Memorial Cemetery. He married [Marjorie Maurene McCormack](#) 8 NOV 1946 in Aurelia, Iowa, daughter of U. Charles McCormack and Enid Aimee DeMars. She was born 24 SEP 1925 in O'Brien County, Iowa, and died 4 JUN 2011 in Cherokee, Iowa.

Children of Vernon Wayne Schulke and Marjorie Maurene McCormack are:

- + 115 i. [Living Schulke](#).
- + 116 ii. [Gloria Janette Schulke](#) was born 28 AUG 1949 in Cherokee, Iowa, and died 9 JUL 2003 in Iowa.
- + 117 iii. [Living Schulke](#).
- 118 iv. [Living Schulke](#).
- 119 v. [Living Schulke](#). He married [Living Isaacson](#).

50. [Living Haden](#) (Anna Marie Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Gordon W. Bittle](#). He was born 19 JUL 1915 in Des Moines, Iowa, and died 20 OCT 1992 in Howard County, Missouri.

Child of Living Haden and Gordon W. Bittle is:

- 120 i. [Living Bittle](#). She married [Living Frost](#).
61. [Fred Warren Steig](#) (Mamie Auguste Neta Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 14 AUG 1938 in Storm Lake, Buena Vista County, Iowa, and died 13 SEP 1980 in Saint Louis, Minnesota. He married [Living Gunderson](#).

Children of Fred Warren Steig and Living Gunderson are:

- 121 i. [Living Steig](#).
 - 122 ii. [Living Steig](#).
 - 123 iii. [Living Steig](#). He married [Living Unknown](#).
62. [Living Schulke](#) (Walter Franz Herman Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Anderson](#), daughter of Henry C. Anderson and Iola Fay Bennett.

Children of Living Schulke and Living Anderson are:

124 i. [Living Schulke](#).

125 ii. [Living Schulke](#).

63. [George Edward Schulke](#) (Walter Franz Herman Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 6 JUL 1937 in Storm Lake, Iowa, and died 25 NOV 2004 in Corsicana, Texas. He married [Living Else](#), daughter of Arnold G. Else and Edith Rasmussen.

Children of George Edward Schulke and Living Else are:

126 i. [Living Schulke](#). She married [Living Thomas](#).

127 ii. [Living Schulke](#). She married [Living Bryant](#).

+ 128 iii. [Living Schulke](#).

129 iv. [Jodie Kae Schulke](#) was born 5 AUG 1962 in Storm Lake, Iowa, and died 8 AUG 2004 in Colorado Springs, Colorado.

130 v. [Living Schulke](#).

131 vi. [Living Schulke](#).

64. [Living Schulke](#) (Walter Franz Herman Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Taylor](#).

Children of Living Schulke and Living Taylor are:

132 i. [Living Schulke](#).

133 ii. [Living Schulke](#).

134 iii. [Living Schulke](#).

135 iv. [Living Schulke](#).

136 v. [Living Schulke](#).

65. [Living Schulke](#) (Walter Franz Herman Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Griffin](#).

Children of Living Schulke and Living Griffin are:

137 i. [Living Schulke](#).

138 ii. [Living Schulke](#).

67. [Living Schulke](#) (Harry Martin Jacob Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Baldwin](#).

Children of Living Schulke and Living Baldwin are:

139 i. [Living Schulke](#). He married [Living Dator](#).

140 ii. [Living Schulke](#). She married [Living Tessmer](#).

68. [Roy Albert Walter Grunig](#) (Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 2 JUN 1912 in Diamond Township, Cherokee County, Iowa, and died 31 MAR 1997 in Storm Lake, Iowa. He was buried 3 APR 1997 in Buena Vista County Memorial Park Cemetery, Storm Lake, Iowa. He married [Gladys Erma Harjes](#) 21 FEB 1937 in Storm Lake, Iowa, daughter of Johann Wilhelm August Harjes and "Martha" Mathilde Pauline Langner. She was born 1 JAN 1915 in White, Brookings County, South Dakota, and died 18 NOV 1969 in Storm Lake, Iowa. She was buried 20 NOV 1969 in Buena Vista County Memorial Park Cemetery, Storm Lake, Iowa.

Children of Roy Albert Walter Grunig and Gladys Erma Harjes are:

+ 141 i. [Living Grunig](#).

+ 142 ii. [Living Grunig](#).

+ 143 iii. [Living Grunig](#).

69. [Ellen Bertha Mathilde Grunig](#) (Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 7 MAR 1916 in Diamond Township, Cherokee County, Iowa, and died 8 FEB 1983 in Nemaha, Iowa. She was buried in Buena Vista County Memorial Park Cemetery, Storm Lake, Iowa. She married [Joseph A. Heun](#) 14 APR 1952 in Storm Lake, Iowa, son of Norbert William Heun and Frances Fox. He was born 14 NOV 1924 in Iowa, and died 12 NOV 1982 in Nemaha, Iowa. He was buried in Buena Vista County Memorial Park Cemetery, Storm Lake, Iowa.

Children of Ellen Bertha Mathilde Grunig and Joseph A. Heun are:

144 i. [Living Heun](#).

145 ii. [Living Heun](#).

146 iii. [Baby Heun](#) was born 14 DEC 1953 in Storm Lake, Iowa, and died 14 DEC 1953 in Storm Lake, Iowa.

147 iv. [Baby Heun](#) was born 22 FEB 1955 in Storm Lake, Iowa, and died 22 FEB 1955 in Storm Lake, Iowa.

70. [Lorna Ethel Grunig](#) (Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 9 MAR 1920 in Diamond Township, Cherokee County, Iowa, and died 23 OCT 1998 in Albert City, Iowa. She was buried 26 OCT 1998 in Fairfield Township Cemetery, Albert City, Iowa. She married [Ansgar Everett Adolphus Forsberg](#) 9 JUN 1946 in Storm Lake, Iowa, son of Carl Adolph Forsberg and Alphild Sophia Andersson. He was born 22 AUG 1914 in Albert City, Buena Vista County, Iowa, and died 23 MAR 1988 in Albert City, Iowa.

Children of Lorna Ethel Grunig and Ansgar Everett Adolphus Forsberg are:

+ 148 i. [Living Forsberg](#).

+ 149 ii. [Living Forsberg](#).

71. [Living Grunig](#) (Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Olson](#), daughter of Emanuel Olaf Olson and Ruth "Hedvig" Hultman.

Children of Living Grunig and Living Olson are:

+ 150 i. [Living Grunig](#).

+ 151 ii. [Living Grunig](#).

+ 152 iii. [Living Grunig](#).

72. [Living Grunig](#) (Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Arnold C. Kjolhede](#), son of Christen "Chris" Kjolhede and Esther Larina Jensen. He was born 16 OCT 1921 in Buena Vista County, Iowa, and died 10 FEB 2005 in Storm Lake, Buena Vista County, Iowa. He was buried 12 FEB 2005 in Scandinavian Cemetery,

Alta, Iowa.

Children of Living Grunig and Arnold C. Kjolhede are:

- + 153 i. [Living Kjolhede](#).
- + 154 ii. [Living Kjolhede](#).
- + 155 iii. [Living Kjolhede](#).
- + 156 iv. [Living Kjolhede](#).

73. [Paula Bertha Augustine Schuelke](#) (Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 18 FEB 1910 in Buena Vista County, Iowa, and died 9 JAN 1975 in Saint Paul, Ramsey County, Minnesota. She married [Lester William Jafvert](#) 9 MAY 1936 in Storm Lake, Buena Vista County, Iowa, son of Carl Wilhelm Jafvert and Anna Charlotte Olson. He was born 21 NOV 1912 in Chicago, Cook County, Illinois, and died 2 FEB 1988 in Saint Paul, Ramsey County, Minnesota.

Children of Paula Bertha Augustine Schuelke and Lester William Jafvert are:

- + 157 i. [Living Jafvert](#).
- + 158 ii. [Living Jafvert](#).
- + 159 iii. [Living Jafvert](#).

74. [Elmer Albert Herman Schuelke](#) (Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 18 APR 1912 in Buena Vista County, Iowa, and died APR 1987 in Storm Lake, Iowa. He married [Alice Marie Mittelstadt](#) 18 JUN 1937 in Buena Vista County, Iowa, daughter of Frank F. Mittelstadt and Alma Meyer. She was born 13 SEP 1914 in Wisconsin, and died 24 AUG 2010 in Storm Lake, Buena Vista County, Iowa.

Child of Elmer Albert Herman Schuelke and Alice Marie Mittelstadt is:

- + 160 i. [Living Schuelke](#).

75. [Victor Schuelke](#) (Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 7 JAN 1920 in Buena Vista County, Iowa, and died 30 JUN 1979 in Sioux Rapids, Iowa. He married [Living](#)

Foster, daughter of Harry Clemons Foster and Susan Florance Carver.

Children of Victor Schuelke and Living Foster are:

+ 161 i. Living Schuelke.

+ 162 ii. Living Schuelke.

163 iii. Living Schuelke.

77. Donald Vernon Fett (August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 20 DEC 1920 in Hanover, Iowa, and died 28 JUL 2005 in Buena Vista Regional Medical Center, Storm Lake, Iowa. He was buried 1 AUG 2005 in St. John Lutheran Cemetery, Hanover, Iowa. He married Living Ebert, daughter of Frank W. Ebert and Irene Zoeller.

Children of Donald Vernon Fett and Living Ebert are:

+ 164 i. Living Fett.

+ 165 ii. Living Fett.

+ 166 iii. Living Fett.

79. Living Fett (August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married Marilyn Marie Kreft, daughter of Albert Godfred Kreft and Christina Buse. She was born 29 MAR 1931 in Nemaha, Iowa, and died 28 APR 2011 in Aurelia, Iowa.

Children of Living Fett and Marilyn Marie Kreft are:

+ 167 i. Living Fett.

+ 168 ii. Living Fett.

81. Vernon Albert Fett (Carl Julius August Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 20 FEB 1924 in Diamond Township, Cherokee County, Iowa, and died 6 JAN 1995 in Storm Lake, Iowa. He married Martha Lucy Emma Boettcher 27 JAN 1946 in Buena Vista County, Iowa (Zion Lutheran Church), daughter of Louis Henry Boettcher and Anna Gerke. She was born 23 FEB 1927 in Buena Vista County, Iowa, and died 11 DEC 1998 in Storm Lake, Iowa.

Child of Vernon Albert Fett and Martha Lucy Emma Boettcher is:

+ 169 i. [Larry Carl Fett](#) was born 17 APR 1951 in Iowa, and died 1 AUG 2008 in Branson, Missouri.

82. [Mildred Mae Fett](#) (Carl Julius August Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 14 AUG 1929 in Diamond Township, Cherokee County, Iowa, and died 4 APR 2006 in Rogers, Arkansas. She married [LuVerne D. Cook](#) 6 JUN 1948 in Storm Lake, Iowa (St. Johns Lutheran), son of Clarence E. Cook and Gladys Unknown. He was born 14 FEB 1927 in Iowa, and died 6 AUG 1999 in Mountain Home, Baxter County, Arkansas.

Children of Mildred Mae Fett and LuVerne D. Cook are:

+ 170 i. [Living Cook](#).

+ 171 ii. [Living Cook](#).

83. [Living Fett](#) (Carl Julius August Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Thomas Quinton Cross](#). He was born 26 MAR 1931 in Los Animosa County, Colorado, and died 31 OCT 1997 in Dickinson County, Iowa.

Children of Living Fett and Thomas Quinton Cross are:

172 i. [Living Cross](#).

+ 173 ii. [Living Cross](#).

84. [Ruth Anna Wendel](#) (Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 27 SEP 1920 in Family farm near Schaller, Iowa, and died 7 NOV 2003 in Willow Dale Wellness Village, Battle Creek, Iowa. She was buried 10 NOV 2003 in Schaller, Iowa. She married [Lee Lawrence Witte](#) 4 JUN 1951 in Schaller, Iowa, son of Henry Chris Carl Witte and Magdalene Paulena Wilhelmina Wunschel. He was born 22 APR 1917 in Ida Grove, Iowa, and died 20 APR 2002 in Alta, Iowa. He was buried 22 APR 2002 in Schaller, Iowa.

Children of Ruth Anna Wendel and Lee Lawrence Witte are:

+ 174 i. [Living Witte](#).

+ 175 ii. [Living Witte](#).

85. [Floyd Albert Henry Wendel](#) (Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 22 FEB 1922 in Family farm near Schaller, Iowa, and died 30 OCT 2009 in Buena Vista Regional Medical Center, Storm Lake, Iowa. He married [Living Augustin](#).

Children of Floyd Albert Henry Wendel and Living Augustin are:

+ 176 i. [Living Wendel](#).

+ 177 ii. [Living Wendel](#).

+ 178 iii. [Living Wendel](#).

+ 179 iv. [Living Wendel](#).

+ 180 v. [Living Wendel](#).

181 vi. [Anita Wendel](#) was born in Iowa, and died Infant.

86. [Berneita Christena Wendel](#) (Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 7 AUG 1924 in Family farm near Schaller, Iowa, and died 29 AUG 1973 in Storm Lake, Iowa. She was buried in Buena Vista County Memorial Cemetery. She married [Paul Wogahn](#) 1 AUG 1948, son of Henry Edward Wogahn and Doretta Hasenwinkel. He was born 9 NOV 1926 in Aurelia, Iowa, and died 8 JUN 1995 in Storm Lake, Buena Vista County, Iowa.

Children of Berneita Christena Wendel and Paul Wogahn are:

182 i. [Living Wogahn](#).

183 ii. [Living Wogahn](#).

87. [Living Wendel](#) (Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Kenneth William Stille](#), son of William Louis Stille and Lillie Sophia Offerle. He was born 4 JAN 1928 in Buena Vista County, Iowa, and died 9 DEC 2006 in Schaller, Iowa.

Children of Living Wendel and Kenneth William Stille are:

- + 184 i. [Living Stille](#).
- 185 ii. [Living Stille](#).
- 186 iii. [Living Stille](#).

89. [Living Miller](#) (Mathilde Wilhelmne Florentine Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Edward Schur](#). He was born 17 JAN 1921 in Stratford, Ontario, Canada, and died 27 JUL 1967 in Kapuskasina, Ontario, Canada. She married [Victor Dyck](#). He was born 20 APR 1916 in Ukraine, Russia, and died 11 OCT 1998.

Child of Living Miller and Edward Schur is:

- 187 i. [Living Schur](#). She married [Living Dyck](#).

92. [Lamerne Caroline Mathilde Schuelke](#) (Wilhemina Bertha Louise Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 15 AUG 1916 in Alta, Buena Vista County, Iowa, and died 25 JAN 2012 in Toledo, Iowa. She married ["Henry" Heinrich Claus Erich Weiland](#) 5 OCT 1940 in Salem Lutheran Church, Comfrey, Minnesota, son of Carl "Charley" Julius Weiland and Louise Friederike Mathilde "Lizzie" Koth. He was born 23 NOV 1913 in Diamond Township, Cherokee County, Iowa, and died 3 JUL 1978 in Galva, Ida County, Iowa. She married [Living Mohn](#), son of Claus Mohn and Margaret Hohnkamp.

Children of Lamerne Caroline Mathilde Schuelke and "Henry" Heinrich Claus Erich Weiland are:

- + 188 i. [Living Weiland](#).
- + 189 ii. [Living Weiland](#).
- 190 iii. [Gloria Lamerne Weiland](#) was born 5 OCT 1947 in Alta, Iowa, and died 11 NOV 1947 in Alta, Iowa.

93. [Living Schulke](#) ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Smith](#), daughter of Clarence Smith and Clara Stier.

Children of Living Schulke and Living Smith are:

- + 191 i. [Living Schulke](#).
- + 192 ii. [Living Schulke](#).
- + 193 iii. [Living Schulke](#).

94. [Living Schulke](#) ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Roesky](#).

Children of Living Schulke and Living Roesky are:

- 194 i. [Living Schulke](#).
- 195 ii. [Living Schulke](#).

95. [Living Schulke](#) ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Johnson](#).

Children of Living Schulke and Living Johnson are:

- + 196 i. [Living Schulke](#).
- + 197 ii. [Living Schulke](#).
- + 198 iii. [Living Schulke](#).
- + 199 iv. [Living Schulke](#).
- 200 v. [Living Schulke](#). He married [Living Steinke](#).

96. [Nadine Carolyn Schulke](#) ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 12 NOV 1929 in Cherokee County, Aurelia, Iowa, and died Deceased. She married [Living Pettis](#).

Children of Nadine Carolyn Schulke and Living Pettis are:

- + 201 i. [Living Pettis](#).
- + 202 ii. [Living Pettis](#).
- + 203 iii. [Living Pettis](#).
- 204 iv. [Living Pettis](#).

- + 205 v. [Living Pettis](#).
- + 206 vi. [Living Pettis](#).
- + 207 vii. [Living Pettis](#).
- 208 viii. [Living Pettis](#).

98. [Living Schulke](#) ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Olin](#).

Children of Living Schulke and Living Olin are:

- + 209 i. [Living Schulke](#).
- + 210 ii. [Living Schulke](#).
- + 211 iii. [Living Schulke](#).

99. [Janice Diane Schulke](#) ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 30 APR 1934 in Cherokee County, Iowa, and died 20 APR 1990 in Council Bluffs, Pottawattamie County, Iowa. She married [Richard Lewis Ogren](#) 6 JAN 1962 in Council Bluffs, Iowa. He was born 5 JUN 1935 in Council Bluffs, Pottawattamie County, Iowa, and died 24 SEP 1993 in Council Bluffs, Pottawattamie County, Iowa.

Children of Janice Diane Schulke and Richard Lewis Ogren are:

- + 212 i. [Living Ogren](#).
- 213 ii. [Living Ogren](#).

100. [Living Schulke](#) ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Morton](#).

Children of Living Schulke and Living Morton are:

- + 214 i. [Living Schulke](#).
- 215 ii. [Living Schulke](#). He married [Living Harter](#).

101. [Living Schulke](#) ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living](#)

Pollman.

Children of Living Schulke and Living Pollman are:

216 i. Living Schulke.

217 ii. Living Schulke.

102. Living Schulke ("Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married Living Anderson.

Children of Living Schulke and Living Anderson are:

218 i. Living Schulke. She married Living Smith.

219 ii. Living Schulke.

220 iii. Living Schulke.

103. Merryl Dean Schulke (Theodor Carl Max Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 19 JUN 1931 in Cherokee County, Iowa, and died 16 FEB 1975 in Winter Park, Florida. He married Margaret Gebhart.

Children of Merryl Dean Schulke and Margaret Gebhart are:

221 i. Jeffrey Theodore Schulke was born 15 FEB 1968 in St. Louis, Missouri, and died 16 FEB 1975 in Orlando, Florida.

+ 222 ii. Living Schulke. She married Living Hinsley; 3 living children

223 iii. Living Schulke. She married Living Lindenmuth.

Descendant Register, Generation No. 5

105. Living Schulke (Meredith D. Schulke⁵, Heinrich Carl Wilhelm Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married Living Collier.

Children of Living Schulke and Living Collier are:

+ 224 i. Living Collier.

225 ii. [Living Collier](#).

226 iii. [Living Collier](#).

227 iv. [Living Collier](#).

228 v. [Living Collier](#).

108. [Living Schulke](#) (Living Schulke⁵, Charles Max Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Lyman](#).

Child of Living Schulke and Living Lyman is:

229 i. [Living Lyman](#).

113. [Living Schulke](#) (Leonard Lyle Schulke⁵, Theodore Franz Friedrich Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Anderson](#).

Children of Living Schulke and Living Anderson are:

230 i. [Living Anderson](#).

231 ii. [Living Anderson](#).

114. [Living Lehnhardt](#) (Leonard Lyle Schulke⁵, Theodore Franz Friedrich Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Bisbee](#).

Children of Living Lehnhardt and Living Bisbee are:

232 i. [Living Lehnhardt](#).

233 ii. [Living Lehnhardt](#).

234 iii. [Living Lehnhardt](#).

115. [Living Schulke](#) (Vernon Wayne Schulke⁵, Theodore Franz Friedrich Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Collier](#).

Children of Living Schulke and Living Collier are:

235 i. [Living Schulke](#).

236 ii. [Living Schulke](#).

116. [Gloria Janette Schulke](#) (Vernon Wayne Schulke⁵, Theodore Franz Friedrich Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 28 AUG 1949 in Cherokee , Iowa, and died 9 JUL 2003 in Iowa. She married [Living Karthals](#).

Children of Gloria Janette Schulke and Living Karthals are:

237 i. [Living Karthals](#).

238 ii. [Living Karthals](#).

117. [Living Schulke](#) (Vernon Wayne Schulke⁵, Theodore Franz Friedrich Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Johansen](#).

Children of Living Schulke and Living Johansen are:

239 i. [Living Schulke](#).

240 ii. [Living Schulke](#).

128. [Living Schulke](#) (George Edward Schulke⁵, Walter Franz Herman Schulke⁴, Carl G. "Charles" Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Natale](#).

Children of Living Schulke and Living Natale are:

241 i. [Living Schulke](#).

242 ii. [Living Natale](#).

141. [Living Grunig](#) (Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Krohn](#), daughter of George W. Krohn and Violet Mae Struve. He married [Living Hancock](#).

Children of Living Grunig and Living Krohn are:

243 i. [Living Grunig](#). He married [Living Lehet](#), daughter of Living Lehet and Living Lampel.

+ 244 ii. [Living Grunig](#).

Child of Living Grunig and Living Hancock is:

245 i. [Living Grunig](#). He married [Living Reuter](#).

142. [Living Grunig](#) (Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Juretta Ann Weisgerber](#), daughter of Henry John Weisgerber and Margaret Brendel. She was born 18 DEC 1942 in Chicago, Illinois, and died 5 MAY 1984 in Hyattsville, Prince Georges County, Maryland. He married [Living Johnson](#), daughter of William M. Johnson and Carol R. Ladwig.

Children of Living Grunig and Juretta Ann Weisgerber are:

+ 246 i. [Living Grunig](#).

247 ii. [Living Grunig](#).

+ 248 iii. [Living Grunig](#).

143. [Living Grunig](#) (Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Tisthammer](#), daughter of Alvin Tisthammer and Frances Maxine Runkle.

Children of Living Grunig and Living Tisthammer are:

+ 249 i. [Living Grunig](#).

+ 250 ii. [Living Grunig](#).

+ 251 iii. [Living Grunig](#).

148. [Living Forsberg](#) (Lorna Ethel Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Carlson](#), daughter of Ernest Vernon Carlson and Phyllis Berg.

Children of Living Forsberg and Living Carlson are:

252 i. [Living Forsberg](#).

253 ii. [Living Forsberg](#).

254 iii. [Living Forsberg](#). She married [Living Spouse](#).

255 iv. [Living Forsberg](#). He married [Living Hampton](#).

149. [Living Forsberg](#) (Lorna Ethel Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Miller](#).

Children of Living Forsberg and Living Miller are:

+ 256 i. [Living Miller](#).

257 ii. [Living Miller](#).

150. [Living Grunig](#) (Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Tymeson](#), daughter of Lloyd Tymeson and Marjorie Jean Nutter.

Children of Living Grunig and Living Tymeson are:

+ 258 i. [Living Grunig](#).

+ 259 ii. [Living Grunig](#).

151. [Living Grunig](#) (Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Michael William Miller](#), son of William Virgil Miller and Audrey Mae Nehring. He was born 22 AUG 1950 in Storm Lake, Buena Vista County, Iowa, and died 15 FEB 2008 in Littleton, Colorado.

Children of Living Grunig and Michael William Miller are:

260 i. [Living Miller](#).

261 ii. [Living Miller](#).

152. [Living Grunig](#) (Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Parson](#).

Children of Living Grunig and Living Parson are:

262 i. [Living Parson](#). She married [Living Lorenzo](#). She married [Living Meran](#).

+ 263 ii. [Living Parson](#).

153. [Living Kjolhede](#) (Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Thurston](#). He married [Living Warren](#). He married [Kathi Shearer](#). She was born 31 DEC 1957, and died 15 AUG 1995. He married [Living Miller](#).

Children of Living Kjolhede and Living Thurston are:

+ 264 i. [Living Kjolhede](#).

+ 265 ii. [Living Kjolhede](#).

266 iii. [Living Kjolhede](#).

154. [Living Kjolhede](#) (Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Lichtenberg](#), son of Roger Keith Lichtenberg and Living Grieme.

Children of Living Kjolhede and Living Lichtenberg are:

+ 267 i. [Living Lichtenberg](#).

+ 268 ii. [Living Lichtenberg](#).

+ 269 iii. [Living Lichtenberg](#).

270 iv. [Living Lichtenberg](#).

155. [Living Kjolhede](#) (Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Radke](#), son of Orville Martin Wilhelm Radke and Living Huseman. She married [Living Keith](#).

Children of Living Kjolhede and Living Radke are:

+ 271 i. [Living Radke](#).

+ 272 ii. [Living Radke](#).

Children of Living Kjolhede and Living Keith are:

273 i. [Living Keith](#).

274 ii. [Living Keith](#).

156. [Living Kjolhede](#) (Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Anderson](#).

Children of Living Kjolhede and Living Anderson are:

- + 275 i. [Living Kjolhede](#).
- 276 ii. [Living Kjolhede](#).
- + 277 iii. [Living Kjolhede](#).
- 278 iv. [Living Kjolhede](#). She married [Living Mann](#).

157. [Living Jafvert](#) (Paula Bertha Augustine Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Anton](#).

Children of Living Jafvert and Living Anton are:

- + 279 i. [Living Anton](#).
- 280 ii. [Living Anton](#). She married [Living Fleming](#).

158. [Living Jafvert](#) (Paula Bertha Augustine Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Alrick](#), daughter of Living Alrick and Living Nerhaugen.

Children of Living Jafvert and Living Alrick are:

- 281 i. [Living Jafvert](#).
- 282 ii. [Living Jafvert](#).

159. [Living Jafvert](#) (Paula Bertha Augustine Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Olson](#), son of Living Olson and Living Rongen.

Children of Living Jafvert and Living Olson are:

- 283 i. [Living Olson](#).
- 284 ii. [Living Olson](#).
- 285 iii. [Living Olson](#).

286 iv. [Living Olson](#).

160. [Living Schuelke](#) (Elmer Albert Herman Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Bumann](#), daughter of Earl Ray Bumann and Living Schaeffer.

Children of Living Schuelke and Living Bumann are:

- + 287 i. [Living Schuelke](#).
- + 288 ii. [Living Schuelke](#).

161. [Living Schuelke](#) (Victor Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Walstrom](#).

Children of Living Schuelke and Living Walstrom are:

- 289 i. [Living Schuelke](#).
- 290 ii. [Living Schuelke](#).

162. [Living Schuelke](#) (Victor Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Healey](#).

Children of Living Schuelke and Living Healey are:

- 291 i. [Living Schuelke](#).
- 292 ii. [Living Schuelke](#).
- 293 iii. [Living Schuelke](#).
- 294 iv. [Living Schuelke](#).

164. [Living Fett](#) (Donald Vernon Fett⁵, August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Turnquist](#).

Children of Living Fett and Living Turnquist are:

- + 295 i. [Living Turnquist](#).
- + 296 ii. [Living Turnquist](#).

297 iii. [Living Turnquist](#).

165. [Living Fett](#) (Donald Vernon Fett⁵, August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Dahl](#).

Children of Living Fett and Living Dahl are:

298 i. [Living Dahl](#).

+ 299 ii. [Living Dahl](#).

166. [Living Fett](#) (Donald Vernon Fett⁵, August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Joslin](#).

Children of Living Fett and Living Joslin are:

300 i. [Living Joslin](#). He married [Living Unknown](#).

301 ii. [Living Joslin](#). He married [Living Unknown](#).

167. [Living Fett](#) (Living Fett⁵, August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Dismer](#).

Children of Living Fett and Living Dismer are:

302 i. [Living Fett](#).

303 ii. [Living Fett](#).

168. [Living Fett](#) (Living Fett⁵, August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Johnson](#).

Children of Living Fett and Living Johnson are:

+ 304 i. [Living Johnson](#).

305 ii. [Living Johnson](#).

306 iii. [Living Johnson](#).

307 iv. [Billy Johnson](#) died Deceased.

169. [Larry Carl Fett](#) (Vernon Albert Fett⁵, Carl Julius August Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹) was born 17 APR 1951 in Iowa, and died 1 AUG 2008 in Branson, Missouri. He married [Living Watkins](#).

Children of Larry Carl Fett and Living Watkins are:

- 308 i. [Living Fett](#). She married [Living Reed](#).
- 309 ii. [Living Fett](#).
- 310 iii. [Living Fett](#).
- 311 iv. [Living Fett](#).

170. [Living Cook](#) (Mildred Mae Fett⁵, Carl Julius August Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Terrence "Terry" Arcucci](#), son of Joseph Stephen Arcucci and Living Gustafson. He was born 2 MAR 1949, and died 9 MAR 1998. She married [Living Schanken](#).

Children of Living Cook and Terrence "Terry" Arcucci are:

- 312 i. [Kimberly Mae Arcucci](#) was born 28 JUL 1969, and died 1995.
- 313 ii. [Living Arcucci](#).
- 314 iii. [Living Arcucci](#).

171. [Living Cook](#) (Mildred Mae Fett⁵, Carl Julius August Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living McCoy](#). He married [Living McCabe](#).

Children of Living Cook and Living McCoy are:

- 315 i. [Living Cook](#).
- 316 ii. [Living Cook](#).

173. [Living Cross](#) (Living Fett⁵, Carl Julius August Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Fear](#).

Children of Living Cross and Living Fear are:

- 317 i. [Living Fear](#).

318 ii. [Living Fear](#).

174. [Living Witte](#) (Ruth Anna Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Harris](#).

Child of Living Witte and Living Harris is:

319 i. [Brandi Nicole Witte](#) was born 29 AUG 1977 in Spencer, Iowa, and died 24 DEC 1998.

175. [Living Witte](#) (Ruth Anna Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Ladwig](#).

Children of Living Witte and Living Ladwig are:

320 i. [Living Ladwig](#).

321 ii. [Living Ladwig](#).

176. [Living Wendel](#) (Floyd Albert Henry Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Julie Bloyer](#), daughter of Living Bloyer and Living Stevens. She was born 19 FEB in Iowa.

Children of Living Wendel and Julie Bloyer are:

+ 322 i. [Living Wendel](#).

323 ii. [Living Wendel](#).

324 iii. [Living Wendel](#).

177. [Living Wendel](#) (Floyd Albert Henry Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Landmesser](#).

Children of Living Wendel and Living Landmesser are:

325 i. [Living Landmesser](#).

326 ii. [Living Landmesser](#).

178. [Living Wendel](#) (Floyd Albert Henry Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Hoops](#), daughter of Harold Herman Hoops and Living Harden.

Children of Living Wendel and Living Hoops are:

- 327 i. [Living Wendel](#). She married [Living Toft](#).
- 328 ii. [Living Wendel](#).
- 329 iii. [Living Wendel](#).

179. [Living Wendel](#) (Floyd Albert Henry Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Noll](#).

Child of Living Wendel and Living Noll is:

- 330 i. [Living Noll](#).

180. [Living Wendel](#) (Floyd Albert Henry Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Gaffney](#).

Children of Living Wendel and Living Gaffney are:

- 331 i. [Living Gaffney](#).
- 332 ii. [Living Gaffney](#).
- 333 iii. [Living Gaffney](#).

184. [Living Stille](#) (Living Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Bauman](#).

Children of Living Stille and Living Bauman are:

- + 334 i. [Living Bauman](#).
- 335 ii. [Living Bauman](#).
- + 336 iii. [Living Bauman](#).

188. [Living Weiland](#) (Lamerne Caroline Mathilde Schuelke⁵, Wilhemina Bertha Louise Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Ulmer](#). He married [Living Steum](#).

Children of Living Weiland and Living Ulmer are:

- + 337 i. [Living Weiland](#).
- + 338 ii. [Living Weiland](#).
- 339 iii. [Living Weiland](#). She married [Living Doyle](#).

189. [Living Weiland](#) (Lamerne Caroline Mathilde Schuelke⁵, Wilhemina Bertha Louise Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Hayes](#). He married [Living Kruckmann](#).

Children of Living Weiland and Living Hayes are:

- 340 i. [Living Weiland](#). She married [Living Woods](#).
- 341 ii. [Living Weiland](#).
- + 342 iii. [Living Weiland](#).

Children of Living Weiland and Living Kruckmann are:

- 343 i. [Living Weiland](#).
- 344 ii. [Living Weiland](#).

191. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Herman](#), son of Living Herman and Living Engelmeier.

Children of Living Schulke and Living Herman are:

- 345 i. [Living Herman](#).
- 346 ii. [Living Herman](#).
- 347 iii. [Living Herman](#).

192. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Ruff](#).

Children of Living Schulke and Living Ruff are:

348 i. [Living Ruff](#).

349 ii. [Joseph Paul Ruff](#) was born 17 MAY 1980 in Brainerd, Minnesota, and died 7 MAR 1990 in Crow Wing County, Minnesota.

193. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Ebinger](#), son of Living Ebinger and Living Shequin. She married [Living Rardin](#), son of Living Rardin and Living Kasari.

Children of Living Schulke and Living Rardin are:

350 i. [Living Rardin](#).

351 ii. [Living Rardin](#).

196. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Kraemer](#).

Children of Living Schulke and Living Kraemer are:

352 i. [Living Schulke](#).

353 ii. [Living Schulke](#).

197. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living White](#).

Children of Living Schulke and Living White are:

354 i. [Living Schulke](#).

355 ii. [Living Schulke](#).

356 iii. [Living Schulke](#).

198. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Linert](#).

Children of Living Schulke and Living Linert are:

- 357 i. [Living Linert](#).
- 358 ii. [Living Linert](#).
- 359 iii. [Living Linert](#).

199. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Mauth](#).

Children of Living Schulke and Living Mauth are:

- 360 i. [Living Mauth](#).
- 361 ii. [Living Mauth](#).
- 362 iii. [Living Mauth](#).

201. [Living Pettis](#) (Nadine Carolyn Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹).

Children of Living Pettis are:

- 363 i. [Living Pettis](#).
- 364 ii. [Living Pettis](#).

202. [Living Pettis](#) (Nadine Carolyn Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Kornegay](#).

Child of Living Pettis and Living Kornegay is:

- 365 i. [Living Kornegay](#).

203. [Living Pettis](#) (Nadine Carolyn Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Bell](#).

Children of Living Pettis and Living Bell are:

- 366 i. [Living Bell](#).

367 ii. [Living Bell](#).

368 iii. [Living Bell](#).

205. [Living Pettis](#) (Nadine Carolyn Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹).

Child of Living Pettis is:

369 i. [Living Pettis](#).

206. [Living Pettis](#) (Nadine Carolyn Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹).

Children of Living Pettis are:

370 i. [Living Pettis](#).

371 ii. [Living Pettis](#).

372 iii. [Living Pettis](#).

207. [Living Pettis](#) (Nadine Carolyn Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Graham](#). She married [Living Tauton](#).

Child of Living Pettis and Living Graham is:

373 i. [Living Graham](#).

Children of Living Pettis and Living Tauton are:

374 i. [Living Tauton](#).

375 ii. [Living Tauton](#).

376 iii. [Living Tauton](#).

209. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Wolven](#).

Children of Living Schulke and Living Wolven are:

377 i. [Living Wolven](#).

378 ii. [Living Wolven](#).

210. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Lynch](#).

Children of Living Schulke and Living Lynch are:

379 i. [Living Lynch](#).

380 ii. [Living Lynch](#).

211. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Andrews](#).

Children of Living Schulke and Living Andrews are:

381 i. [Living Andrews](#).

382 ii. [Living Andrews](#).

212. [Living Ogren](#) (Janice Diane Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living West](#).

Children of Living Ogren and Living West are:

383 i. [Living West](#).

384 ii. [Living West](#).

385 iii. [Living West](#).

386 iv. [Living West](#).

214. [Living Schulke](#) (Living Schulke⁵, "Charles" Carl Albert Berthold Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Unknown](#).

Children of Living Schulke and Living Unknown are:

387 i. [Living Schulke](#).

388 ii. [Living Schulke](#).

222. [Living Schulke](#) (Merryl Dean Schulke⁵, Theodor Carl Max Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Hinsley](#).

Children of Living Schulke and Living Hinsley are:

389 i. [Living Hinsley](#).

390 ii. [Living Hinsley](#).

391 iii. [Living Hinsley](#).

Descendant Register, Generation No. 6

224. [Living Collier](#) (Living Schulke⁶, Meredith D. Schulke⁵, Heinrich Carl Wilhelm Schulke⁴, Wilhelm August Friedrich Schulke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Waugh](#).

Children of Living Collier and Living Waugh are:

392 i. [Living Waugh](#).

393 ii. [Living Waugh](#).

394 iii. [Living Waugh](#).

244. [Living Grunig](#) (Living Grunig⁶, Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Stoffel](#).

Children of Living Grunig and Living Stoffel are:

395 i. [Living Stoffel](#).

396 ii. [Living Stoffel](#).

246. [Living Grunig](#) (Living Grunig⁶, Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Kennai](#).

Child of Living Grunig and Living Kennai is:

397 i. [Living Grunig](#).

248. [Living Grunig](#) (Living Grunig⁶, Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Lancaster](#).

Children of Living Grunig and Living Lancaster are:

398 i. [Living Grunig](#).

399 ii. [Living Grunig](#).

249. [Living Grunig](#) (Living Grunig⁶, Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Wallace](#), son of Living Wallace and Living Stone.

Children of Living Grunig and Living Wallace are:

400 i. [Living Wallace](#).

401 ii. [Living Wallace](#).

250. [Living Grunig](#) (Living Grunig⁶, Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Carey](#). He married [Living Carter](#), daughter of Living Carter and Darlene Mosley.

Child of Living Grunig and Living Carey is:

402 i. [Living Grunig](#).

Children of Living Grunig and Living Carter are:

403 i. [Living Grunig](#).

404 ii. [Living Grunig](#).

251. [Living Grunig](#) (Living Grunig⁶, Roy Albert Walter Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Carter](#), son of Living Carter.

Children of Living Grunig and Living Carter are:

405 i. [Living Carter](#).

406 ii. [Living Carter](#).

407 iii. [Living Carter](#).

256. [Living Miller](#) (Living Forsberg⁶, Lorna Ethel Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Unknown](#).

Children of Living Miller and Living Unknown are:

408 i. [Living Miller](#).

409 ii. [Living Miller](#).

410 iii. [Living Miller](#).

258. [Living Grunig](#) (Living Grunig⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Unknown](#). He married [Living Unknown](#).

Child of Living Grunig and Living Unknown is:

411 i. [Living Grunig](#).

Children of Living Grunig and Living Unknown are:

412 i. [Living Grunig](#).

413 ii. [Living Grunig](#).

259. [Living Grunig](#) (Living Grunig⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Hathaway](#).

Child of Living Grunig and Living Hathaway is:

414 i. [Living Hathaway](#).

263. [Living Parson](#) (Living Grunig⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Thies](#), daughter of Randy Loren Thies and Living Stahl.

Child of Living Parson and Living Thies is:

415 i. [Living Parson](#).

264. [Living Kjolhede](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Peters](#).

Children of Living Kjolhede and Living Peters are:

416 i. [Living Peters](#).

417 ii. [Living Peters](#).

265. [Living Kjolhede](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Soles](#).

Child of Living Kjolhede and Living Soles is:

418 i. [Living Kjolhede](#).

267. [Living Lichtenberg](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living McConville](#).

Children of Living Lichtenberg and Living McConville are:

419 i. [Living McConville](#).

420 ii. [Living McConville](#).

421 iii. [Living McConville](#).

268. [Living Lichtenberg](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Murphy](#).

Children of Living Lichtenberg and Living Murphy are:

422 i. [Living Murphy](#).

423 ii. [Living Murphy](#).

424 iii. [Living Murphy](#).

269. [Living Lichtenberg](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Katzef](#).

Children of Living Lichtenberg and Living Katzef are:

425 i. [Living Lichtenberg](#).

426 ii. [Living Lichtenberg](#).

427 iii. [Living Lichtenberg](#).

271. [Living Radke](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Unknown](#).

Children of Living Radke and Living Unknown are:

428 i. [Living Radke](#).

429 ii. [Living Radke](#).

430 iii. [Living Radke](#).

431 iv. [Living Radke](#).

432 v. [Living Radke](#).

272. [Living Radke](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Rodriguez](#).

Children of Living Radke and Living Rodriguez are:

433 i. [Living Rodriguez](#).

434 ii. [Living Rodriguez](#).

275. [Living Kjolhede](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Wood](#). He married [Living Liventals](#).

Child of Living Kjolhede and Living Wood is:

435 i. [Living Wood](#).

Children of Living Kjolhede and Living Liventals are:

436 i. [Living Kjolhede](#).

437 ii. [Living Kjolhede](#).

277. [Living Kjolhede](#) (Living Kjolhede⁶, Living Grunig⁵, Maria (Mary) Augusta Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Huss](#).

Children of Living Kjolhede and Living Huss are:

438 i. [Living Kjolhede](#).

439 ii. [Living Kjolhede](#).

279. [Living Anton](#) (Living Jafvert⁶, Paula Bertha Augustine Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Krah](#)l.

Children of Living Anton and Living Krah

440 i. [Living Krah](#)l.

441 ii. [Living Krah](#)l.

287. [Living Schuelke](#) (Living Schuelke⁶, Elmer Albert Herman Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Bauer](#).

Child of Living Schuelke and Living Bauer is:

442 i. [Living Bauer](#).

288. [Living Schuelke](#) (Living Schuelke⁶, Elmer Albert Herman Schuelke⁵, Bertha Anna Martha Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Ellingson](#).

Children of Living Schuelke and Living Ellingson are:

443 i. [Living Schuelke](#).

444 ii. [Living Schuelke](#).

295. [Living Turnquist](#) (Living Fett⁶, Donald Vernon Fett⁵, August Adolph Wilhelm

Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Courter](#).

Children of Living Turnquist and Living Courter are:

445 i. [Living Courter](#).

446 ii. [Living Courter](#).

447 iii. [Janie Courter](#) died Deceased.

296. [Living Turnquist](#) (Living Fett⁶, Donald Vernon Fett⁵, August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Bassani](#).

Child of Living Turnquist and Living Bassani is:

448 i. [Living Bassani](#).

299. [Living Dahl](#) (Living Fett⁶, Donald Vernon Fett⁵, August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Unknown](#).

Child of Living Dahl and Living Unknown is:

449 i. [Living Dahl](#).

304. [Living Johnson](#) (Living Fett⁶, Living Fett⁵, August Adolph Wilhelm Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). He married [Living Unknown](#).

Children of Living Johnson and Living Unknown are:

450 i. [Living Johnson](#).

451 ii. [Living Johnson](#).

322. [Living Wendel](#) (Living Wendel⁶, Floyd Albert Henry Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Case](#).

Children of Living Wendel and Living Case are:

452 i. [Living Case](#).

453 ii. [Living Case](#).

334. [Living Bauman](#) (Living Stille⁶, Living Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Rexcoat](#). She married [Living Mustaine](#).

Children of Living Bauman and Living Mustaine are:

454 i. [Living Mustaine](#).

455 ii. [Living Mustaine](#).

456 iii. [Living Mustaine](#).

336. [Living Bauman](#) (Living Stille⁶, Living Wendel⁵, Mathilda Adeline Theodora Fett⁴, Bertha Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Scuito](#).

Child of Living Bauman and Living Scuito is:

457 i. [Living Scuito](#).

337. [Living Weiland](#) (Living Weiland⁶, Lamerne Caroline Mathilde Schuelke⁵, Wilhemina Bertha Louise Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Van Dyk](#).

Children of Living Weiland and Living Van Dyk are:

458 i. [Living Van Dyk](#).

459 ii. [Living Van Dyk](#).

338. [Living Weiland](#) (Living Weiland⁶, Lamerne Caroline Mathilde Schuelke⁵, Wilhemina Bertha Louise Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor Schuelke², Friedrich Schuelke¹). She married [Living Hand](#).

Child of Living Weiland and Living Hand is:

460 i. [Living Hand](#).

342. [Living Weiland](#) (Living Weiland⁶, Lamerne Caroline Mathilde Schuelke⁵, Wilhemina Bertha Louise Schulke⁴, Theodor Schuelke³, Carl Gottlieb Theodor

Schuelke², Friedrich Schuelke¹). She married [Living Cuttell](#).

Children of Living Weiland and Living Cuttell are:

461 i. [Living Cuttell](#).

462 ii. [Living Cuttell](#).

END<<<