

Granite City Flight Lines

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August 11, 2010

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Bob Barrett, Newsletter Editor 320. 253. 8620 robertebar@msn.com Please submit articles to the e-mail address. The views expressed in this news letter do not necessarily reflect those of Chapter 551 or the EAA. Submission deadline is the second Monday of each month. Submissions for publication are strongly encouraged should be given to Bob Barrett. Preferred method is e-mail. Permission is hereby granted to other EAA Chapters to use the non-copyrighted portions of this publication. **For updated information check eaa551.org**

Board Minutes EAA chapter bussiness meeting 8-2-10

Discussed the young eagle rally to be held at the national guard hanger on Aug 14th.
Talked about having a guest speaker at the next chapter meeting on Aug. 16th at the St Cloud aero club hanger at 7pm. Approved paying the guest speaker \$175. The speaker is Doug Rozendaal.
Meeting adjourned.

CALENDER OF COMIN EVENTS

8/14/10 EAA Chapter 551 Young Eagles flight for Army National Guard Dependents at 9:00 AM Army National Guard Helicopter ramp. Pilots who participate will have sign necessary paper work to have their airplanes on the ramp. John Voth and Dale Field are following up on this. We will need some ground crew staff that date also.

8/14/10 Monthly Fly-In hosted by EAA Chapter 1446 "Bigfork Fly By Knights" Lunch served at 12:00 PM (Noon) Bowstring Airport (9Y10) No charge lunch served. Beautiful, well cared for grass strip. This is a monthly lunch served the second Saturday of each month. Gene Ward, Secretary 218.743.6175

8/15/10 Paynesville Fly In Breakfast 7:30 AM to 1:00 PM Pilot's eat free. Two air shows 10:30 AM and 12:30 PM PEX

8/16/10 Chapter 551 Meeting STC Aero Club Hangar 7 pm Doug Rozendaal and video Red Tail Reborn Doug is the pilot that flies the Red Tail P 51 that was at the GMAS in June. He is rated in some 300 airplanes, and has a lot of stories about war birds, and the Commemorative Air Force. Doug has shown the video to many pilots and their spouses, and received very good reviews. Feel free to bring a friend, or main squeeze. Also bring your own chair.

8/21/10 Forest Lake Fly In Daniel Deponti Memorial Airport in Forest Lake (Home of 24-hour gas and 24- hour grass) will be hosting its 9th Annual Open House and Fly-In on Saturday. From 10:00 AM to 4:00 PM. The fly – In will feature corn on the cob and brats sold by Forest Lake Lions, and ice cream is available for dessert! Young Eagle rides offered, sponsored by EAA Chapter 237. The Fly-in will be held at our new

location, the South end of the field. The Forest Lake High School Pep Band is scheduled to make an appearance, and the car show added last year will again be invited this year. Contact John Schmidt 651-776-1717.

8/21/10 The EAA Chapter 1397 is excited to invite pilots and guests to an outside hamburger BBQ with beans, chips, beverage and desert. Lavatory & fuel available on field. Held at Moberg's airbase we can accommodate both wheel & seaplanes. See airport specs at the following links: 9:00 AM – 2:00 PM PIC's eat free.

<http://www.dot.state.mn.us/aero/avoffice/ops/airdir/pdf/bemidjispb.pdf>

<http://www.ourairports.com/airports/96M/>

Grass strip is 2210' long and water landing 5280'. Use 122.8 BJI unicom frequency. Mobergs is a private facility open to the public for this event. The facility once operated by the late Ray Moberg is a little known jewel among aviators in Northern MN.

Under wing camping encouraged & vehicle shuttles available to town if required.

8/28/10 Glencoe Annual Sweet Corn & Brat Fly-In Drive In 10 AM – 2:00 PM Sweet Corn, Brats, Hot Dogs, Kraut and all the trimmings. PIC's eat free. Contact Stuart Selchow 320.238.2376.

9/7/10 Ronn Niewohner's Barbeque: BBQ rain or shine the food will be available. Arrive anytime after 4:00 P.M. the meal will be at 6:00 P. M. 3 Bear Air_Randall MN Last one for 2010!

9/12/10 Poker Run There will be a poker run event with a potluck afterwards. More details to follow.

9/12/10 Maple Lake Pork Chop Dinner Maple Lake, MN

9/18/10 Faribault Municipal Airport KFBL - Faribault, MN Saturday, September 18, 2010 7:00 AM - 12:00 PM Pancakes, Eggs, Sausage, Juice Milk, Coffee. PIC Eats Free. Contact Bob or Linda Peasley 507-744-5111 [http:// faribaultareapilotsassoc.webs.com/](http://faribaultareapilotsassoc.webs.com/)

Program/Social Meetings are held on the third Monday of every month. **Business Meetings** are held on the first Monday of every month. Locations and exceptions are announced in the monthly newsletter. Also revised and updated Chapter information can be found at eaa551.org

THE DOOLITTLE RAID ON TOKYO!

This is the beginning of a series of this pilots participation of the Doolittle Raid on Tokyo in 1942. Installments will be added each month until the full story is told. (Ed.)

This is a really excellent firsthand account by the pilot of aircraft #13 on the Doolittle Raid off the Hornet in 1942. Take the time and enjoy a bit of history.

My name is Edgar McElroy. My friends call me "Mac". I was born and raised in Ennis, Texas, the youngest of five children, son of Harry and Jennie McElroy. Folks say that I was the quiet one. We lived at 609 North Dallas Street and attended the Presbyterian Church.

My dad had an auto mechanic's shop downtown close to the main fire station. My family was a hard working bunch, and I was expected to work at dad's garage after school and on Saturdays, so I grew up in an atmosphere of machinery, oil and grease. Occasionally I would

hear a lone plane fly over, and would run out in the street and strain my eyes against the sun to watch it. Someday, that would be me up there!

I really like cars, and I was always busy on some project, and it wasn't long before I decided to build my very own Model-T out of spare parts. I got an engine from over here, a frame from over there, and wheels from someplace else, using only the good parts from old cars that were otherwise shot. It wasn't very pretty, but it was all mine. I enjoyed driving on the dirt roads around town and the feeling of freedom and speed. That car of mine could really go fast, 40 miles per hour!

In high school I played football and tennis, and was good enough at football to receive an athletic scholarship from Trinity University in Waxahachie. I have to admit that sometimes I daydreamed in class, and often times I thought about flying my very own airplane and being up there in the clouds. That is when I even decided to take a correspondence course in aircraft engines.

Whenever I got the chance, I would take my girl on a date up to Love Field in Dallas . We would watch the airplanes and listen to those mighty piston engines roar. I just loved it and if she didn't, well that was just too bad.

After my schooling, I operated a filling station with my brother, then drove a bus, and later had a job as a machinist in Longview , but I never lost my love of airplanes and my dream of flying. With what was going on in Europe and in Asia , I figured that our country would be drawn into war someday, so I decided to join the Army Air Corps in November of 1940. This way I could finally follow my dream.

I reported for primary training in California . The training was rigorous and frustrating at times. We trained at airfields all over California . It was tough going, and many of the guys washed out. When I finally saw that I was going to make it, I wrote to my girl back in Longview , Texas . Her name is Agnes Gill. I asked her to come out to California for my graduation. and oh yeah, also to marry me.

I graduated on July 11, 1941. I was now a real, honest-to-goodness Army Air Corps pilot. Two days later, I married "Aggie" in Reno , Nevada . We were starting a new life together and were very happy. I received my orders to report to Pendleton , Oregon and join the 17th Bomb Group. Neither of us had traveled much before, and the drive north through the Cascade Range of the Sierra Nevada's was interesting and beautiful.

It was an exciting time for us. My unit was the first to receive the new B-25 medium bomber. When I saw it for the first time I was in awe. It looked so huge. It was so sleek and powerful. The guys started calling it the "rocket plane", and I could hardly wait to get my hands on it. I told Aggie that it was really something! Reminded me of a big old scorpion, just ready to sting! Man, I could barely wait!

We were transferred to another airfield in Washington State , where we spent a lot a time flying practice missions and attacking imaginary targets. Then, there were other assignments in Mississippi and Georgia , for more maneuvers and more practice.

We were on our way back to California on December 7th when we got word of a Japanese attack on Pearl Harbor . We listened with mixed emotions to the announcements on the radio, and the next day to the declaration of war. What the President said, it just rang over and over in my head, ".With confidence in our armed forces, with the un-bounding determination of our

people, we will gain the inevitable triumph. So help us God." By gosh, I felt as though he was talking straight to me! I didn't know what would happen to us, but we all knew that we would be going somewhere now.

The first weeks of the war, we were back in Oregon flying patrols at sea looking for possible Japanese submarines. We had to be up at 0330 hours to warm up the engines of our planes. There was 18 inches of snow on the ground, and it was so cold that our engine oil congealed overnight. We placed big tarps over the engines that reached down to the ground. Inside this tent we used plumbers blow torches to thaw out the engines. I figured that my dad would be proud of me, if he could see me inside this tent with all this machinery, oil and grease. After about an hour of this, the engines were warm enough to start.

We flew patrols over the coasts of Oregon and Washington from dawn until dusk. Once I thought I spotted a sub, and started my bomb run, even had my bomb doors open, but I pulled out of it when I realized that it was just a big whale.

Lucky for me, I would have never heard the end of that!

Actually it was lucky for us that the Japanese didn't attack the west coast, because we just didn't have a strong enough force to beat them off. Our country was in a real fix now, and overall things looked pretty bleak to most folks. In early February, we were ordered to report to Columbus , South Carolina . Man, this Air Corps sure moves a fellow around a lot! Little did I know what was coming next!

After we got settled in Columbus , my squadron commander called us all together. He told us that an awfully hazardous mission was being planned, and then he asked for volunteers. There were some of the guys that did not step forward, but I was one of the ones that did. My co-pilot was shocked. He said "You can't volunteer, Mac! You're married, and you and Aggie are expecting a baby soon. Don't do it!" I told him that "I got into the Air Force to do what I can, and Aggie understands how I feel. The war won't be easy for any of us." **More Next Month**

MEMBERSHIP INFORMATION:

Please submit membership inquires, enrollments and profile updates to Mark Priglmeier: notam@eaa551.org Or by calling: (320) 229-8563. If you do not wish to receive emails from EAA Chapter 551, email: notam@eaa551.org with a subject line "*Please unsubscribe from EAA Chapter 551 email*".

submitted/mailed to EAA 551's Treasurer Kenneth HT Olson CPA LTD, 2330 Troop Drive, Sartell MN 56377 kolson@khto.com (320) 253-5850

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