

Granite City Flight Lines

EAA 551 OFFICERS:

September 9, 2010

Tim Mahoney, President 320/259-9307

John Voth Bd M 320/252-9177

Dale Field, VP 320/252-2596

Mark Priglmeier, Bd M 320/229-8563

Dave Grose, Secretary 320/255-9325

Larry Oswell Bd M 320/230-3100

Ken Olson, Treas 320/253-5379

Jim Hayes, Bd M 763/262-4004

Bill Kreul Bd M 320/259-0307

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**

NEXT EAA CHAPTER MEETING 9/20/10 AT St. Cloud Aero Club m Hanger 7:00PM Mark Korin will give a presentation on Angle of Attack. Don't miss it your life could depend upon it!!!

Board Minutes EAA 551 Chapter minutes 9-7-10

Ken Olson made a motion to cancel the chapter poker run. Motion carried.

Sept. 20th chapter meeting to be at the STC aero club hanger. Dale Field is tentively planing on having a guest speaker for the meeting. His name is Mark Korin from Alpha systems AOA.

Dale Field made a motion to have Rolf Turner give an update on the chapter 551 memorial library at the October board meeting. Motion carried.

Oct. 17th chapter meeting to be held at Leaders Clear Lake Airport. Barbeque before the meeting and then have an election of chapter officers. Also review the chapter by-laws.

Nov. chapter meeting is open for suggestions.

December chapter meeting- Christmas party.

Meeting adjourned.

On Saturday 8/14/10 EAA Chapter 551 gave young Eagle rides for dependents of the Army National Guard Helicopter Squadron. Pilots and the number of Young Eagles flown. Joel Wensman 6; Kent Nordell 6; Richard Schaefer 2; Dale Field 2; Tim Mahoney 3; Mark Priglmeier 3; Total 21 Young Eagles. In addition they flew at least that number of Guard members and their other family members.

CALENDER OF COMING EVENTS

9/12/10 Irene Lev Memorial Fly-In/Drive-In Pancake Breakfast Flying Cloud Airport (FCM) 8:00 AM - 12:00 PM (noon) Chris Cakes Pancakes and Sausage. Adults \$8.00, Children Under 12, \$5.00 Proceeds from breakfast go into a scholarship fund for her son and other future aviators. For more information, please contact: Jessica Miller 320-296-5200

9/12/10 37th Annual New Ulm Fly-in Pancake Breakfast Sponsored by the New Ulm Lions Club 7:00 AM - 1:00 PM New Ulm Municipal Airport (ULM)

9/12/10 EAA Chapter 878 & Wright Aero Pork Chop Dinner Fly-In 11:30 AM - 2:00 PM Maple Lake Airport Maple Lake, MN For more information, please contact: Wayne 763-670-6021 or wflury@wh-link.net

9/12/10 Poker Run CANCELLED.

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://](http://http://faribaultareapilotsassoc.webs.com/)

9/18/10 Bombers Moon Ball 8:00 PM (Doors Open 6:00 PM) Donation: \$10.00 (adult), \$ (child) Minnesota Wing Hangar Hangar #3 Fleming Field 10 Airport Road South St. Paul MN 55075 (651) 455-6942 For More info please check out their website at www.cafmn.org

9/19/10 Thief River Falls Fly-in Breakfast 8:00 AM - 1:00 PM Thief River Falls Regional Airport (TVF) PIC's free For more information, please call: 218-681-5585

9/19/10 68th Annual Flight Breakfast Sponsored by Hector Lions & Newberg Sky Spray Sunday, 7:30 AM - 12:30 PM Hector, MN (1D6) CTAF 122.8 All you can eat. Pilots eat free. We are pleased to announce that Mr. Moon, the MIA Hunter will be speaking at 11:00 AM on his activities in searching for MIA's in jungles around the world. Come and hear this individual who has found MIA's and aircraft (with remains of the crewmen still in the aircraft after 50 -60 years) In addition, Warbirds, Classics, Antiques, Homebuilts, Helicopters, Ultralights & New Production Aircraft will be on display. There will also be a Ping Pong Ball drop with prizes for Kids. For more information, please contact: Ed Newberg 320-848-2745 or www.airnav.com/airport/1D6

9/19/10 Fly-in/Drive-in Chili Feed Sunday 10:00 AM - 2:00 PM Mora, MN (KJMR) PICs eat free For more information, please contact: Dan Halsey 320-679-3515

9/20/10 7:00 PM EAA CHAPTER 551 MEETING: St. Cloud Aero Club Hanger KSTC. Guest speaker and presenter will be Mark Korin Angle of Attack (AOA) Technology. Mark will have slides and/or video presentation concerning the Safety and use of AOA. "All military carrier landings mandate AOA technology for the safety of the pilot and crew."

9/26/10 Autumn Fly-in 10:00 AM - 2:00 PM Bowstring, MN Bowstring Airport (9Y0) Enjoy the fall colors!

10/30/10 CAF Halloween Benefit Saturday 7:00 AM Minnesota Wing Hangar Hangar #3 Fleming Field 310 Airport Road South St. Paul MN 55075 (651) 455-6942 For More info please check out their website at www.cafmn.org

***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. Second Installments will be added each month until the full story is told. (Ed.) We that volunteered were transferred to Eglin Field near Valparaiso , Florida in late February. When we all got together, there were about 140 of us volunteers, and we were told that we were now part of the "Special B-25 Project."

We set about our training, but none of us knew what it was all about. We were ordered not to talk about it, not even to our wives.

In early March, we were all called in for a briefing, and gathered together in a big building there on the base. Somebody said that the fellow who head of this thing is coming to talk to us, and in walks Lieutenant Colonel Jimmy Doolittle. He was already an aviation legend, and there he stood right in front of us. I was truly amazed just to meet him.

Colonel Doolittle explained that this mission would be extremely dangerous, and that only volunteers could take part. He said that he could not tell us where we were going, but he could say that some of us would not be coming back.

There was a silent pause; you could have heard a pin drop. Then Doolittle said that anyone of us could withdraw now, and that no one would criticize us for this decision. No one backed out! From the outset, all volunteers worked from the early morning hours until well after sunset. All excess weight was stripped from the planes and extra gas tanks were added. The lower gun turret was removed, the heavy liaison radio was removed, and then the tail guns were taken out and more gas tanks were put aboard. We extended the range of that plane from 1000 miles out to 2500 miles.

Then I was assigned my crew. There was Richard Knobloch the co-pilot, Clayton Campbell the navigator, Robert Bourgeois the bombardier, Adam Williams the flight engineer and gunner, and me, Mac McElroy the pilot. Over the coming days, I came to respect them a lot. They were a swell bunch of guys, just regular All-American boys.

We got a few ideas from the training as to what type of mission that we had signed on for. A Navy pilot had joined our group to coach us at short takeoffs and also in shipboard etiquette. We began our short takeoff practice. Taking off with first a light load, then a normal load, and finally overloaded up to 31,000 lbs. The shortest possible take-off was obtained with flaps full down, stabilizer set three-fourths, tail heavy, full power against the brakes and releasing the brakes simultaneously as the engine revved up to max power. We pulled back gradually on the stick and the airplane left the ground with the tail skid about one foot from the runway. It was a very unnatural and scary way to get airborne! I could hardly believe it myself, the first time as I took off with a full gas load and dummy bombs within just 700 feet of runway in a near stall condition. We were, for all practical purposes, a slow flying gasoline bomb!

In addition to take-off practice, we refined our skills in day and night navigation, gunnery, bombing, and low level flying. We made cross country flights at tree-top level, night flights and navigational flights over the Gulf of Mexico without the use of a radio. After we started that short-field takeoff routine, we had some pretty fancy competition between the crews. I think that one crew got it down to about 300

feet on a hot day. We were told that only the best crews would actually go on the mission, and the rest would be held in reserve. One crew did stall on takeoff, slipped back to the ground, busting up their landing gear. They were eliminated from the mission. Doolittle emphasized again and again the extreme danger of this operation, and made it clear that anyone of us who so desired could drop out with no questions asked. No one did.

On one of our cross country flights, we landed at Barksdale Field in Shreveport , and I was able to catch a bus over to Longview to see Aggie. We had a few hours together, and then we had to say our goodbyes. I told her I hoped to be back in time for the baby's birth, but I couldn't tell her where I was going. As I walked away, I turned and walked backwards for a ways, taking one last look at my beautiful pregnant Aggie.

Within a few days of returning to our base in Florida we were abruptly told to pack our things. After just three weeks of practice, we were on our way. This was it. It was time to go. It was the middle of March 1942, and I was 30 years old. Our orders were to fly to McClelland Air Base in Sacramento , California on our own, at the lowest possible level. So here we went on our way west, scraping the tree tops at 160 miles per hour, and skimming along just 50 feet above plowed fields. We crossed North Texas and then the panhandle, scaring the dickens out of livestock, buzzing farm houses and a many a barn along the way. Over the Rocky Mountains and across the Mojave Desert dodging thunderstorms, we enjoyed the flight immensely and although tempted, I didn't do too much dare-devil stuff. We didn't know it at the time, but it was good practice for what lay ahead of us. It proved to be our last fling. Once we arrived in Sacramento , the mechanics went over our plane with a fine-toothed comb. Of the 22 planes that made only those planes whose pilots reported **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 551email*". submitted/mailed to EAA 551's Treasurer Kenneth HT Olson CPA LTD, 2330 Troop Drive, Sartell MN 56377 kolson@khto.com (320) 253-5850

Bob Barrett
853 Terry Lane
Sartell MN 56377

