

Granite City Flight Lines

EAA 551 OFFICERS:

November 10, 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**

Chapter 551 minutes 10-18-10

Meeting called to order at 7:30pm by President Tim Mahoney.

Treasurer reported a balance of \$5128.79. Aviation library fund \$2827. Report approved as read.

Old buss: None

New buss: Mark P. talked about the chapter purchasing an audio system and rollup screen to use for presentations at chapter meetings.

Reviewed chapter by-laws. Motion made to leave them the same for the upcoming year. Motion carried.

Election of chapter officers

Treasurer- Ken Olson

Secretary- Dave Grose

Vice President- Paul Schwinghammer

President- Gary Engler

Board of Directors- John Voth, Jim Hayes, Bill Kruehl, Larry Oswell

Nov mtg. Aero club hanger

Dec mtg. Aero club hanger regular meeting night.

Jan mtg. ?

Feb mtg. Paul S. to check on visiting Remelie machine shop or having a guest speaker.

Meeting adjourned at 8:35pm

CHAPTER 551 BOARD MINUTES 11/5/10

Treasurer reported a balance of \$5128.79

Aviation library report by Rob Y. The library materials need to be labeled as the property of the Chapter 551 aviation memorial library. Board members to get labels printed up and put on the items in the library.

Nov mtg. Tim is talking about ELT's. Dale lined up a guest (Pete Howell) to talk about the APRS system and spider tracks.

Dec mtg ?

Dale bought a new coffee pot for the LXL terminal. Motion to reimburse Dale. Motion carried.

NEXT EAA 551 CHAPTER MEETING 11/15/10 Aero Club Hanger 7:00PM STC Tim Mahoney will lead a discussion concerning ELT's. Pete Howell will discuss APRS, system; Spider Tracks; and LED lighting.

CALENDER OF COMING EVENTS

11/13/10 Monthly Fly-in Hosted by EAA Chapter 1446, "Bigfork Fly By Knights"
November 12, 2010 Lunch served at 12:00 PM (Noon) Bowstring Airport, (9Y0)
No charge lunch served beginning 12:00 Noon. Beautiful, well cared for grass strip. This is a monthly event, the 2nd Saturday each month. Gene Ward, Secretary, EAA Chapter 1446 For more information please call: 218-743-6175

12/11/10 Monthly Fly-in Hosted by EAA Chapter 1446, "Bigfork Fly By Knights"
December 11, 2010 Lunch served at 12:00 PM (Noon) Bowstring Airport, (9Y0)
No charge lunch served beginning 12:00 Noon. Beautiful, well cared for grass strip. This is a monthly event, the 2nd Saturday each month. Gene Ward, Secretary, EAA Chapter 1446 For more information please call: 218-743-6175

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 fourth of a series of this pilots participation of the Doolittle Raid on Tokyo

Doolittle called us together on the flight deck. We all had given me, inside were some toilet items Colonel gathered round, as well as many Navy personnel. He pulled out some medals and told us how these friendship medals from the Japanese government had been given to some of our Navy officers several years back. And now the Secretary of the Navy had requested us to return them. Doolittle wired them to a bomb while we all posed for pictures. Something to cheer up the folks back home!

I began to pack my things for the flight, scheduled for the 19th. I packed some extra clothes and a little brown bag that Aggie and a few candy bars. No letters or identity cards were allowed, only our dog-tags. I went down to the wardroom to have some ice cream and settle up my mess bill. It only amounted to \$5 a day and with my per diem of \$6 per day, I came out a little ahead. By now, my Navy pilot roommates were about ready to get rid of me, but I enjoyed my time with them. They were alright. Later on, I learned that both of them were killed at the Battle of Midway. They were good men. Yes, very good men.

Colonel Doolittle let each crew pick our own target. We chose the Yokosuka Naval Base about twenty miles from Tokyo. We loaded 1450 rounds of ammo and four 500-pound bombs... A little payback, direct from Ellis County, Texas! We checked and re-checked our plane several times. Everything was now ready. I felt relaxed, yet tensed up at the same time. Day after tomorrow, we will launch when

we are 400 miles out. I lay in my cot that night, and rehearsed the mission over and over in my head. It was hard to sleep as I listened to sounds of the ship.

Early the next morning, I was enjoying a leisurely breakfast, expecting another full day on board, and I noticed that the ship was pitching and rolling quite a bit this morning, more than normal. I was reading through the April 18th day plan of the Hornet, and there was a message in it which said, "From the Hornet to the Army - Good luck, good hunting, and God bless you." I still had a large lump in my throat from reading this, when all of a sudden, the intercom blared, "General Quarters, General Quarters, All hands man your battle stations! Army pilots, man your planes!!!" There was instant reaction from everyone in the room and food trays went crashing to the floor. I ran down to my room jumping through the hatches along the way, grabbed my bag, and ran as fast as I could go to the flight deck. I met with my crew at the plane, my heart was pounding. Someone said, "What's going on?" The word was that the Enterprise had spotted an enemy trawler. It had been sunk, but it had transmitted radio messages. We had been found out!

The weather was crummy, the seas were running heavy, and the ship was pitching up and down like I had never seen before. Great waves were crashing against the bow and washing over the front of the deck. This wasn't going to be easy! Last minute instructions were given. We were reminded to avoid non-military targets, especially the Emperor's Palace. Do not fly to Russia, but fly as far west as possible, land on the water and launch our rubber raft. This was going to be a one-way trip! We were still much too far out and we all knew that our chances of making land were somewhere between slim and none. Then at the last minute, each plane loaded an extra ten 5-gallon gas cans to give us a fighting chance of reaching China.

We all climbed aboard, started our engines and warmed them up, just feet away from the plane in front of us and the plane behind us. Knobby, Campbell, Bourgeois and me in the front, Williams, the gunner was in the back, separated from us by a big rubber gas tank. I called back to Williams on the intercom and told him to look sharp and don't take a nap! He answered dryly, "Don't worry about me, Lieutenant. If they jump us, I'll just use my little black broomsticks to keep the Japs off our tail."

The ship headed into the wind and picked up speed. There was now a near gale force wind and water spray coming straight over the deck. I looked down at my instruments as my engines revved up. My mind was racing. I went over my mental checklist, and said a prayer? God please, help us! Past the twelve planes in front of us, I strained to see the flight deck officer as he leaned into the wind and signaled with his arms for Colonel Doolittle to come to full power. I looked over at Knobby and we looked each other in the eye. He just nodded to me and we both understood.

With the deck heaving up and down, the deck officer had to time this just right. Then I saw him wave Doolittle to go, and we watched breathlessly to see what happened. When his plane pulled up above the deck, Knobby just let out with, "Yes! Yes!" The second plane, piloted by Lt. Hoover, appeared to stall with its nose up and began falling toward the waves. We groaned and called out, "Up! Up!"

Pull it up!" Finally, he pulled out of it, staggering back up into the air, much to our relief! One by one, the planes in front of us took off. The deck pitched wildly, 60 feet or more, it looked like. One plane seemed to drop down into the drink and disappeared for a moment, then pulled back up into sight. There was sense of relief with each one that made it. We gunned our engines and started to roll forward. Off to the right, I saw the men on deck cheering and waving their covers! We continued inching forward, careful to keep my left main wheel and my nose wheel on the white guidelines that had been painted on the deck for us. Get off a little bit too far left and we go off the edge of the deck. A little too far to the right and our wing-tip will smack the island of the ship. With the best seat on the ship, we watched Lt. Bower take off in plane number 12, and I taxied up to the starting line, put on my the brakes and looked down to my left. My main wheel was right on the line. Applied more power to the engines, and I turned my complete attention to the deck officer on my left, who was circling his paddles. Now my adrenaline was really pumping! We went to full power, and the noise and vibration inside the plane went way up. He circled the paddles furiously while watching forward for the pitch of the deck. Then he dropped them, and I said, "Here We Go!" I released the brakes and we started rolling forward, and as I looked down the flight-deck you could see straight down into the angry churning water. As we slowly gained speed, the deck gradually began to pitch back up. I pulled up and our plane slowly strained up and away from the ship. There was a big cheer and whoops from the crew, but I just felt relieved and muttered to myself, "Boy, that was short!"

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

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