

# Granite City Flight Lines

## EAA 551 OFFICERS:

May 9, 2011

Gary Engler, President 320/251-1102

John Voth Bd M 320/252-9177

Mark Priglmeier, VP 320/229-8563

Tim Mahoney Bd M 320/259-9307


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](mailto: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](http://eaa551.org)** 

## **EAA/DAHER-SOCATA Internships Announced**

Students to work at France facility, AirVenture

April 21, 2011 — Jessica Miller of Hutchinson, Minnesota, (*EAA CHAPTER 551 MEMBER*) and Shelby “Blaine” McCaleb of Savannah, Georgia, will receive the work internships of a lifetime, as they have been named recipients of this year’s EAA/DAHER-SOCATA International Scholarships. The internship program, now in its fifth year, provides each recipient with a five-week internship at DAHER-SOCATA’s Tarbes facility in France, located in the shadow of the Pyrenees Mountains. Upon their return to the U.S. they’ll spend a week at the EAA Air Academy in Oshkosh, Wisconsin, where they’ll help Socata during EAA AirVenture 2011.

All travel, lodging, and work experience is included, as well as a side trip to the Airbus facility at Toulouse and to the Paris Air Show. For an aspiring student working toward a career in the aviation industry, it’s a dream situation.

“This opportunity with EAA gives a one-of-a-kind experience for these internship recipients,” said Nicolas Chabbert, president of Socata North America. “They will spend some time with us, in their field of choice such as marketing, production, organization, design, support, or service. It will make a difference in the future careers of the interns.”

While DAHER-SOCATA is currently providing American students a chance to study abroad, the company has encouraged EAA to find companies in the U.S. willing to share such an experience with young people from other parts of the world. For instance, the two interns will have the opportunity to interact with Socata employees as part of a unique cultural exchange.

“DAHER-SOCATA’s commitment provides an incentive, a challenge to EAA Young Eagles, an opportunity for them to explore a variety of career directions within the aviation field firsthand, to see what the future holds,” said Elissa Lines, EAA’s vice president of business and donor relations. “For a student, nothing is more important. The cultural exchange, the educational opportunities, and the impact on their lives are tremendous.”

Jessica Miller is a junior at St. Cloud State University in St. Cloud, Minnesota, where she is majoring in aviation management with a minor in finance. Active in planning and supporting aviation programs in the community and avidly flying since age 15, Miller has her single- and multiengine commercial pilot certificates, and is currently studying to become a CFI.

Miller hopes to open a flight school in the future, providing affordable options to those wanting to experience the thrill of aviation.

“Even though I have achieved quite a lot for a young person, I am just beginning my goals in aviation,” said Miller, who has flown into all 136 public airports in Minnesota. “I am so excited to complete my certified flight instructor rating because my goal is to teach others to fly. My dream job is to fly corporate jets, while donating my time to help youth gain interest in aviation and earn pilot licenses. After all, youth are the future of aviation.”

Shelby "Blaine" McCaleb is a junior studying industrial design at the Savannah College of Art and Design. He is presently designing, and will be building, a multi-hull racing boat almost entirely out of carbon fiber, a project in which he researched the aerospace industry for many solutions. Later this year, he will be designing and building an ultralight aircraft or rotorcraft.

McCaleb recalled that, when younger, his father would take him out to the airport on weekends, where they would "punch Mooney-sized holes in the clouds."

"My very first memories are those of sitting in his lap, with my hands on the control column of one of his Mooneys at 2,000 feet," said McCaleb, who hopes to obtain his sport pilot certificate in the near future. "While other kids in school had posters of rock stars and bands on their walls, I had posters of planes and jets. It only seems fitting that 'airplane' was my first word, and 23 years later I am starting my career in the aircraft industry."

## **CALENDER OF COMING EVENTS :**

### **5/16/2011 EAA 551 CHAPTER MEETING: Dedication of the Memorial Library at Morrison County Airport KLXL Little Falls MN.**

Hello there everyone! Have you ever wondered what the heck an EFB is? How about ADS-B? Well, now is your chance to find out. Come join us at KLXL on May 16th, 2011 @7:00 p.m. for an exciting night of round table discussion. We will have a panel of real world users who utilize Electronic Flight Bags (EFB's) on both the recreational and commercial side of aviation. Technology in today's cockpits is ever evolving. With new products like the IPAD 2, you can stay on top of emerging and exciting new applications without the fear of an end of life product. Save a tree and keep current with electronic charting. There are many versions of EFB's out there and we will do our best to get you informed of each products capabilities...and limitations. We're going to show you moving, GEO referenced charting, bright and brilliant displays, \*FREE NexRad weather, NOTAM's, TFR's, traffic, METARS's, and TAF's. And the best part, these products do NOT have to stay in the airplane! Use in your automobile, boat, fish house, and more. We are at a very exciting turning point for aviation technology innovation. Let us share it with you. Note: We will be primarily discussing portable units such as the IPAD and tablet PC's.

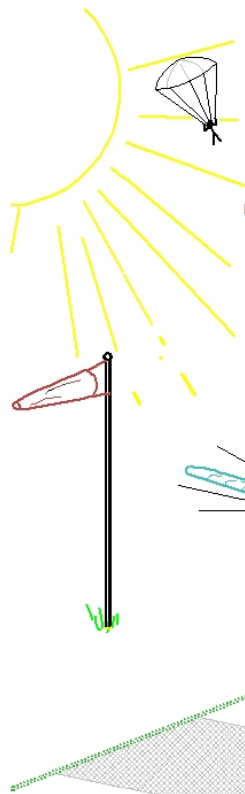
P.S. If you are a current user of an IPAD or other EFB, please get involved. Participate. Share your experience with us.

See you at Little Falls Airport! Mark Priglmeier EAA 551 V.P.

### **5/21/2011 & 5/22/2011 Blaine's Aviation Days**

The event features many aspects of aviation, such as Experimental, Homebuilt, Civil, Corporate, Military, WWII and Vintage. Numerous exhibitors and vendors will be on site. FAA pilot Safety Seminars are scheduled for both days. EAA Chapter 237 will host a pancake breakfast from 7am to 11am and the Civil Air Patrol will host a lunch from 12-noon to 3pm. Kids activities are planned for those young flyers. Guests are invited to fly in or drive out to the festival and PIC's eat FREE! While most participants will be doing the latter, that doesn't mean you can't take to the skies; those who sign up can enjoy rides from fixed wing planes, helicopters, bi-plane or a WWII B-25. Attendees who prefer their feet firmly on the ground can check out the Golden Wings Museum and learn more about early history of aviation. Anoka County Airport - Jane's Field ANE - Blaine, MN

**6/11/2011 EAA Chapter 551 Bean and Brat Fly In 10:00 am to 2:00 PM Leader's (8Y6) Clear Lake, MN 55319 Contact Mark Priglmeier 320/229-8563 or notam@eaa551.org**



**EAA CHAPTER 551 WELCOMES YOU**  
**SATURDAY, JUNE 11**

**LEADERS-CLEAR LAKE 10 AM TO 2 PM**

(8Y6) COMM: CTAF: 122.9 APPROX 8 S MI SE OF STC AIRPORT

**FLY-IN LUNCH  
& FREE  
SPOT LANDING EVENT  
JUST FOR FUN  
LAND IN THE BOX AND  
WIN A FREE LUNCH!**

**STILL ONLY \$5 FOR ADULTS**  
still could be free

**MENU**

- o CHAR BROILED BRATS
  - o BEANS o CHIPS
  - o BEVERAGE AND DESSERT
- \$5.00 or 12 AND UNDER \$3.00**  
**5 AND UNDER FREE**

**SPOT LANDING RULES**

FLY A LEFT HAND PATTERN MONITOR 122.9  
USE ANY POWER SETTINGS YOU WANT. POWER MAY BE ADDED.  
IF THE WHEELS TOUCH IN THE BOX AND NO BOUNCE...  
YOU ARE AN ACE! AND YOUR LUNCH IS ON US

**NEW THIS YEAR:** GO AROUND FOR A SECOND TRY AND YOU CAN STILL WIN.

PLEASE FLY SAFE. EVENT WILL NOT BE HELD IN GUSTY OR HIGH WIND CONDITIONS  
REMINDER: Operating control tower just to the north at STC

***MEAL INCLUDES 1 BRATWURST WITH CHIPS, BEVERAGE, BEANS AND DESSERT***

**Adults: \$5.00**  
**12 and under: \$3.00**  
**5 and under: Free**

**Additional bratwurst: \$1.00**  
**Additional chips: \$.50**  
**Additional beverage: \$.50**

**6/19/2011 Lake Elmo Annual Fathers Day Pancake Breakfast. St. Croix Squadron - Civil Air Patrol Sunday, June 19, 2011 8:00 AM - 1:00 PM. Lake Elmo Airport (21D) 3275 Manning Ave. North, Hangar 39E Stillwater, MN 55082 Per plate: Adults \$7.00; Kids 4-12 \$4.00, Kids under 4 eat free! Serving pancakes, scrambled eggs, sausage, juice & coffee. Silent auction, Displays, kids fun & more!**

**6/12/2011 Buffalo Air Show, West Metro Aviation**

**6/18/2011 Young Eagles Rides at Damn Days at Morrison County (LXL) 9:00 AM to 1:00 PM**

**6/19/2011 Canby Air Show, Canby, MN (Wayne Flury, Air Show Announcer)**

**6/26/2011 CAP Breakfast KSTC Watch for more details in the June Granite City Flight Lines.**

**7/15;16;17/ 2011 EAA's B-17 Aluminum Over Cast will be at (STC) St. Cloud Airport giving rides and on Static Display.**

**7/16/2011 Wings of the North 09:00 AM - July 17, 20 11 05:00 PM Air Expo 2011 Flying Cloud Airport FCM Eden Prairie, MN.**

**8/7&8/2011 Annual Milaca Pot Luck and Under wing camping. Breakfast Sunday Morning beginning at 7:00 AM to 12:00 Noon Full Menu served by American Legion Post 178. 100LL 24hr Credit card POW/MIA Tethered balloon rides. Contact Ken Mueller 320/630-5064**

**8/20/2011 Daniel DePonti Memorial Airport in Forest Lake, Minnesota (25D) (Home of 24-hour gas and 24-hour grass) will be hosting its 10th Annual Open House and Fly-in on Saturday, August 20, 2011, from 10am to 4pm. The Fly-in will feature corn on the cob and brats sold by the 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. John Schmidt 651 776 1717**

#### **EAA Chapter Board 551 Minutes meeting 5/2/2011**

Treasurer reported a balance of \$4263.64. There are 30 paid members.

Next chapter meeting on May 16th starting at 7pm at LXL terminal building. We will be dedicating the aviation memorial library and having a technology presentation.

June 11th is the chapter sponsored fly-in at Leaders Clear Lake airport, 10am to 2pm.

June 18th Young Eagle Rally at LXL, 9am to 1pm. There will be a sign-up sheet for help to work at the B-17 tour at STC on July 14 - 17. Bill K. to line up food for the workers at the rally.

Reminder for members that got a e-mail from Mark P. that has a B-17 flyer in it to print some of them off and hand them out.

Reminder there is no chapter meeting for June and July, meetings to resume with the August one.

## **Luftwaffe Over New York, a WW2 Secret**

March 11, 2011 posted by [Veterans Today](#) · [35 Comments](#)



### **The Most Dangerous Photo-Recon Mission of World War II**

By Jim Newsom U.S.A.

On August 27th 1943, a German Luftwaffe long-range photo reconnaissance bomber, a Junkers Ju-390 took off from its base in Norway and flew out across the Atlantic Ocean. Among its four man crew was a brave and daring woman Anna Kreisling, the 'White Wolf of the Luftwaffe'. A nickname she had acquired because of her frost blonde hair and icy blue eyes. Anna was one of the top pilots in Germany and even though she was only the co-pilot on this mission, her flying ability was crucial to its success.

The Ju-390 was twice the size of the B-29 Superfortress. It was powered by six 1,500 hp BMW radial engines and it had a range of 18,000 miles without refuelling.

**This was to be the longest photo-recon mission flown by an enemy airplane in World War II. Nine hours later, the Junkers was over Canada and swinging south at an altitude of 22,000 feet. In the next few hours, it would photograph the heavy industrial plants in Michigan that were vital to the United States.**



**By noon on August 28th the gigantic six engine bomber was over New York City, where it finally was spotted by the US Army Air Corp. but by then it was too late. The Junkers disappeared into the vastness of the Atlantic Ocean, fourteen hours later, Anna would bring the huge bomber in to land at a Luftwaffe base outside of Paris.**

Thoughts of this mission came to mind as I sat across the table from Anna Kreisling at a recent Oktoberfest in Los Angeles. She is still quite beautiful with her icy blonde hair tied-back in a pony-tail and her radiant blue eyes, which have seen events in human history only a few of us could ever imagine.

She had flown Ju-52 Trimotors into the streets of Stalingrad when it had been surrounded by the Red Army. Many times her plane had been riddled with bullets so badly that she landed with only one engine running while the other two were on fire.

In 1945 she was assigned to fly the jet fighters that Germany was producing.

One of these jet fighters was the Horten V9 flying wing. It was powered by two Jumo turbo-jet engines, which enabled it to fly at 600 mph. It was armed with two 30mm cannon and air to air missiles.

Anna never scored any victories in the Horten. While taxiing in the snow an American Sherman tank crew captured her after she had turned off the engine and pulling off her flight helmet they thought she was a movie star!! For the next six months she poured coffee for the US Army and did not spend one night in a POW camp. Everyone thought she was part of Bob Hope's USO show!!

P.S. An article in Air Progress magazine in the Nov/Dec issue 1965 also talked about the Junkers Ju-390 over-flying Michigan and New York. This was held top secret throughout World War II and the Cold War.

If you look in books they will say that only two Ju-390s were built, when in fact there were around 11 built. Also they were used in Odessa, Russia to fly to Japanese held fields in China. Very secret jet engines and technology was traded for raw materials. At Area 51 in Nevada the United States Air Force it is rumored has a Junkers Ju-390 it captured during Operation Paperclip toward the end of World War II.

---

#### **Notes:**

1) Anna was a test pilot so her mentioned with the Ho V9 (IX) prototypes is provisional as I believe that Pacific Flyer added the comments about it being armed and her never scoring any victories in it. It never became operational as the production Go-229.

2) What is written about her and flying jet fighters either refers to her test-flying them out of context or Hitler's order in March 1945 for 7-10 days allowing Hanna Reitsch to form a female jet fighter unit and then rescinding that order.

3) The Ju-390 production definitely is off officially as there were more than 2 of them in several different places during the war that the 2 could not cover. Historians lack the specific information on the other builds and especially usage from KG 200 and also why the SS forbid Baur to use the Ju-390 as Führerflugzeug. It is believed that the aircraft in Norway and Prague were reserved for Himmler and Kammler instead and that Kammler escaped with the Bell Device in one of those.

---

# FLYING THE JUNKERS 52/3m at STALINGRAD

By Jim Newsom

The following is an interview with Anna Kreisling – The White Wolf of the Luftwaffe- of what it was like to fly the Junkers Ju-52/3m trimotor in World War II.

James: How many Lady pilots flew with the Luftwaffe in World War II?

Anna: At the beginning of the war there were 50 pilots that flew transport aircraft, and there were many more who trained our young fledgling pilots, but both Hitler and Goering were against women flying fighters and bombers in combat. In Russia there were many women that flew fighters and bombers for Stalin.

James: I have flown in the Ford Trimotor, The Junkers Ju-52/3m has always been one of my favorite airplanes, what was it like to fly?

Anna: The Junkers was an amazing and beautiful aircraft to fly! At Stalingrad sometimes I made take-offs with only two engines running. If you had only one engine running you could maintain altitude. Visibility was wonderful, but the Junkers was a complex aircraft and you needed a great instructor if you wanted to learn quickly how to fly the trimotor.

James: You mentioned Stalingrad, was that the nightmare we read so much about in history books?

Anna: Stalingrad was a living hell, but what happened at Crete was far worse. For our airborne assault on Crete we had over 450 Junkers Ju-52 trimotors filled with paratroopers. We were told that we would not encounter ack ack flak, and taking the island would be easy. However, the island was filled with Australian, New Zealand, and British troops who fought like hell and we lost over half our planes and troops taking that island. I was not there; I was lucky because I was based at France at the time. We lost so many good pilots and men at Crete. We would have won the war against Russia if we had saved those planes and men.

James: Speaking of Russia, tell me about Stalingrad.

Anna: For many years I could not talk about it, it was too terrible. Göring who had promised Hitler that he could re-supply Stalingrad from the air had no idea what he was talking about. Von Paulus and the 6th Army should have been ordered to fight their way out. But Hitler agreed to airlift when Paulus agreed to stay, that victory was near.

## *An Examination of Hitler's Decision to Airlift*

The Junkers Ju-52/3m flew 95% of all the missions into Stalingrad. Other planes also flew in this massive airlift, but the Junkers was the workhorse. The nightmare was crashing into Stalingrad itself. If you were captured by the Russians, they brutally tortured you before they would kill you. At Stalingrad we had over 7,000 women working in the German Army that Hitler wanted flown out because what the Russians would do to them.



At Stalingrad we had over 350,000 men fighting the communist hordes, but it was not enough. We didn't have enough fuel, fighters, trained mechanics, and even decent runways to work with. I usually flew out of Tatsinskaya with food and supplies loaded aboard. I also carried three gunners, two in the waist position and one on top. At Stalingrad Russian Yaks were everywhere and our losses were grim.

The Russian Yak was very similar to the British Spitfire, very manoeuvrable and fast. If they came out of the sun and caught you by surprise, it was all over. However, many Russian pilots made the mistake of approaching slowly from behind and that is when my young men would shoot them down.

Once I heard of a gunner who ran out of ammunition, and in desperation threw toilet paper at the Russian Yak, and the Russian was frightened away by it!! The Russians did not know what toilet paper was, so this pilot probably thought the gunner was throwing a bomb at him. This trick worked many times.

James: What were the casualties at Stalingrad? Anna: We lost 800 Ju-52 trimotors at Stalingrad, so many great superb pilots we lost. Germany never recovered from these losses. Hitler should have resigned and the High Command surrendered to the Americans and British. I only survived through luck and determination not to be captured by the Russians. It is easy to be brave with two engines on fire when the alternative is to be captured by the Russians.

James: Is there anything you would like to say to the young people today? Anna: Yes, flying is a great adventure, it is a joy that is boundless, but try to do your flying when people are not trying to shoot you down. Flying into Stalingrad was not fun, but we had to do it, we could not let so many young men die. The future will be better for everyone if we could be at peace and flying could be enjoyed for what it is, the most fun that you can have!! The memories of flying the Alps in a Junkers Ju-52/3m will be with me forever!! *Tom Lyons*



““If we have to use the pancake grill to keep our hands warm, maybe that’s a sign that it’s too early in the year to have a pancake breakfast.” Courtesy of Wayne Flury Editor of Maple Lake Flyer and author of the Funnies. Wayne is an expert cartoonist, Air Show Announcer, and writer.

***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](http://eaa551.org)

#### **MEMBERSHIP INFORMATION:**

Please submit membership inquires, enrollments and profile updates to Mark Priglmeier: [notam@eaa551.org](mailto: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](mailto:notam@eaa551.org) with a subject line "*Please unsubscribe from EAA Chapter 551email*". Dues are \$20.00 per year via e-mail \$25.00 for snail mail submitted/mailed to EAA 551's Treasurer Kenneth HT Olson CPA LTD, 2330 Troop Drive, Sartell MN 56377 [kolson@khto.com](mailto:kolson@khto.com) (320) 253-5850

Bob Barrett  
853 Terry Lane  
Sartell MN 56377





