

# Chapter 194 News

**July 2024**

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## 2024 Chapter Officers

President – Doug Wack – 330-509-5296

Secretary – Don Ebbon - 248-716-0366

Vice President – Curt Martin -248-420-2295

Treasurer – Chris Bennett- 678-571-3498

**In this issue: Marty goes to Bomber Camp! Pg. 3**





## Chapter 194 News

### *Editorial – Call for Volunteers*

At a recent chapter 194 business meeting, the topic of chapter member participation was discussed. Our Board of Directors members all have lives, and the time/effort commitment related to their board participation can be considerable. The Board positions are term-limited to 2 years, and in December that term is complete, so there will be an election. We need to make sure that other members will step up to help manage the chapter. There will be a continued effort to inspire all of you to volunteer for the several positions in the Board, as well as the supporting positions of coordinating special chapter events.

I hope that all of you reading this will give thought to assisting in the future with these volunteered positions for the chapter. The more members participating, the better. Maybe you have a special talent for management, or coordinating, or creating content. The following positions will need to be “back-filled” in the future, and on a continuing basis, for the chapter to continue it's growth. Please consider stepping up!

Positions of the Board and Coordinators (off the top of my head!):

#### BOARD OF DIRECTORS

President  
Vice President  
Secretary  
Treasurer

#### COORDINATORS

Newsletter Editor  
PTK Open House  
Hangar Tour/Pancake Breakfast  
Young Eagles  
Chief Pilot  
RC Build  
Movie Night  
Oshkosh/camping etc.

Come on people, volunteer!  
HM

Calandar of Events  
July 22-26 Airventure Oshkosh  
August 3 – Young Eagles KPTK  
August 11 – KPTK Open House  
October 12 – Harry's birthday (gifts accepted)

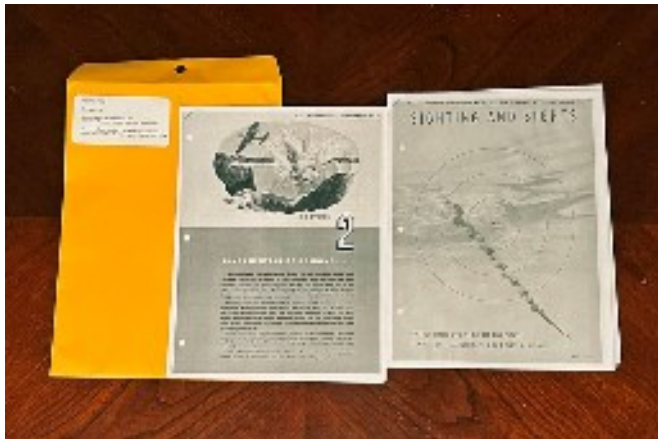
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### Martin Attends 2024 Bomber Camp

April 15, 2024: My application for service was approved and I received induction orders. I was to fly to Sacramento CA on April 30, drive to Stockton and check into my quarters at the Hampton Barracks to await deployment. My instructions were to report to the Stockton Metropolitan Airport Terminal on Friday May 3 at 0700 sharp, fed and ready to meet the other recruits and catch the troop bus to the training facility for indoctrination.

Upon arrival we were issued dog tags, coveralls, hats, musette bags, canteens and mess kits. We were briefed on the day's schedule and given training material on bombardier and gunnery information. We received classroom training on bomb ranging, trajectory, course/wind correction, Norden bombsight operation, navigation, 50 cal. machine gun operation, sighting and deflection. The equivalent of 18 months of training during WWII was crammed into three hours. We were given the opportunity to try our hand at machine gun operation, ball turret operation, Norden bombsight operation, bomb rack operation and cockpit/crew station familiarization.





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### Martin Attends 2024 Bomber Camp - Cont'd

An authentic G.I. meal of SOS (---- on a shingle) was served for lunch. Then we got back in line to board the troop bus and head to the flightline where our aircraft were being prepared. There were two missions scheduled for that day. During the first mission I was assigned to the T-6 escort aircraft to fly top cover for the B-17 during multiple bombing runs, dropping inert concrete bombs onto the remote target range. I met up with my flight instructor, we strapped in and followed the B-17 out to the range. The mission lasted about an hour before we returned to base. As the bomber returned from the first mission, the T-6 departed to return to its home field.



The crews stood down while the B-17 was reloaded with eight more concrete bombs. Crewmembers were allowed to write personal messages on the bombs before they were winched into the bomb bay and hung on the bomb racks. When rearming was completed the crew boarded the aircraft and we departed for the target area. On the second mission our only escort would be the liaison aircraft that followed and provided bombing results. During the eight orbits of the target, the crewmembers were encouraged to swap positions and gain experience at the various aircraft stations: Bombardier, navigator, radio operator, waist gunner, tail gunner and ball turret gunner. There were some restrictions: the pilot and copilot were the only crewmembers allowed to occupy the pilot seats; the larger and less nimble crewmembers were discouraged from getting in and out of the tail gun position, and no one was allowed across the catwalk while the bomb bay doors were open. I dropped the first bomb of the mission and captured video of the other bombs being dropped. Since these missions were classified, I was sworn to secrecy about divulging any other details. When the mission was complete we returned to base, tired but happy that the day's activities went well. We gathered for a toast to honor the veterans that performed their perilous duties during the war. Then we were given our training certificates and posed for group photos before retiring to the Officer's Club for libations and an excellent spaghetti dinner.

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Martin Attends 2024 Bomber Camp - Cont'd



Eventually I was driven back to my quarters where I sorted my photos and video clips before retiring to dream of winning the war.

Life is very precious; sometimes it is very good and for that I am very grateful.

My sincere thanks go out to Taigh Ramey, Sydney Ramey, Jan Johnson, "Deep" Pannu, Roger Cain, Tim O'Brien and the rest of the staff and crews of the Stockton Field Aviation Museum, the Erickson Aircraft Collection and Advantage Aviation that made this amazing experience happen. We are bound by duty, stewardship and friendship forever.

MJF

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**Susan Kuntzman – YE Coordinator**

### Young Eagles in Review June 2024

Greetings from the YE helm. Despite our best laid plans our May YE Day had to be canceled due to unfavorable weather conditions. Pat Hendron did a great job and agonized over the conditions prior to having to cancel the rally. Conditions were deteriorating with marginal improvement in sight. There is nothing better than a truly positive experience and weather plays a critical part of enjoying flying. Our Chapter has a robust team with Chris, Julie and Susan working together.

**Our next YE Rally is August 3, 2024. <https://yeday.org?10949>**

EAA has made some changes to the YE registration website. It looks the same, but the behind-the-scenes functions are geared to capture more email links in order to keep participants connected. At our last Board meeting it was decided that our Chapter would limit the number of events a participant can attend at our airport. In reviewing the sign-up roster, I found a few examples of participants making the rounds of the tri county airfields and having more than 15 YE flights. I never want our volunteers to think they are being taken advantage of being free entertainment. We all make a big effort to encourage them to sign up for Sportys Pilot ground training. This is such a great learning experience and gives kids 14 – 17 a great summer learning experience. What I did on my summer vacation, passing the ground school course would be considered a great accomplishment and really set them up to start flight training with a big hurdle in the rear-view mirror.

EAA was founded in 1953. In 1992 Young Eagles Rally were launched as a taxiway to introduce kids to aviation. This is not a small undertaking, but EAA has a huge network. Today there are 200,000 members, 1,000 Chapters around the globe. That is just the takeoff roll, EAA volunteers flew 47,000 Young Eagles in 2023 and to date as of June 17, 2024 there has been 2,308,513 flights. Totally remarkable. Now I wish to take the opportunity to include our Chapters airfield to this distinguished list. You all realize how much I love our home airfield. PTK is home to many aviation businesses, hosting an array of opportunities to the tri counties. Flight training, custom cargo, charter, aircraft maintenance and the best FBO's in the country. Most impressive, is that PTK is the 12th largest general aviation airport in the world, and host 142,000 takeoffs and landings a year.

Looking ahead to Airventure, stop by the Blue Barn and meet the dedicated staff David Leiting and Samantha Olson that keep track of YE events around the world.

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### CHAPTER 194 ACHIEVES GOLD STATUS

Our chapter has achieved "Gold Status" by the mothership EAA Headquarters. This is the highest level a chapter can achieve, and is really remarkable for such a young chapter.

The rating is based on 10 or 11 categories, including events, Young Eagles, Newsletters, even using the mass-email portal gets points, and we have used that extensively. Thanks Don Ebbon for the efforts to reach this milestone!

We received nice banners from EAA to brag about our Gold status! They will be displayed at future events.

HM



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### SPEEDO AIR GOES TO MEMPHIS



For many years, a group of Canard aircraft enthusiasts have taken vacation trips together. At the root of this collection of characters was our dear friend Alex Becker (RIP) Alex had a talent for gathering friends together with other friends, and new lifelong friendships were forged thanks to him. We have traveled to Key West (several times), Branson MO, San Antonio TX, New Orleans, St. George UT, Mackinac Island, and more.

This group eventually was given the nickname "Speedo Air", inspired by a hilarious skit performed by Tim Conway and Harvey Korman, which we watched live while visiting Branson. (Google it).

In June the group traveled to Memphis for a 3 day stay. We tied down at M01, General Dewitt Spain airport. This is a delightful little airport close to downtown Memphis, right alongside the Mississippi river. The fuel was cheap, and the FBO was extremely pilot-friendly.

Visits were made to Elvis' Graceland home, the "pyramid" (largest Bass Pro shop ever...), Beale street for live music, the National Civil Rights museum (hotel where ML King was assassinated), and more. Most everything was within walking distance of our downtown hotel. (continued next page)





## **SPEEDO AIR - continued**

One highlight was a visit to the Peabody Hotel, where a ritual takes place twice a day. At 11:00 am, a red carpet is rolled out leading to the beautiful fountain in the middle of the main lobby. After a lengthy introduction by the “Duckmaster”, 5 Mallards are brought down the elevator from the top floor, and paraded along the red carpet to the fountain, where they hop in and swim. The process is reversed daily at 5:00 pm, when they are paraded back to the elevator for the trip to their elegant housing on the top floor. It's kind of campy, but definitely entertaining.



The return trip was delayed while thunderstorms fired up across our path home, and continued throughout the morning. We ended up hanging out at the FBO for 5 hours. Finally there was a workable hole in the weather, and after a bit of threading the needle well to the west, we were through the front into severe clear for the rest of the ride home. HM

**Have a trip report? We would love to hear about any adventures  
you have had with an aircraft.  
Doesn't have to be perfect, we can edit and clean up for publication.  
Send to: [hmanvel@manvel.com](mailto:hmanvel@manvel.com)**