
EAA Chapter 32 News

The official publication of Experimental Aircraft Association Chapter 32 - St. Louis, MO (Jim Bower, Editor)

February, 2021

Be sure and look for your invitation to this month's Zoom meeting...coming to an inbox near you.



“You say you built a ½ scale Spitfire replica? That’s nice...hold my beer.” See the story of a guy who loves Spitfires so much he built his own.

<https://www.youtube.com/watch?v=XYD4IEd3zP0>

Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Saturday before the scheduled meeting. Send contributions to newsletter@eaa32.org.



President's Corner

by Bill Doherty

Greetings everyone from the depths of winter! As I'm writing this I'm recovering from another overnight shift in frigid temperatures. Last night I spent almost my whole ten-hour shift outside in -8F weather. That's cold. To get through it I wear so many layers I look like the kid in that Christmas movie. And like him I look like a tick about to pop! With the winter storm that means extended shifts and sometimes lots of de-icing. We have a truck that sprays Type I de-ice fluid at 160 degrees (comes out like a firehose too). If there's active precipitation we can apply Type IV anti-ice fluid. The type IV looks like runny green jello. I can testify it is not lime flavored. It's interesting to watch planes take off that have been treated with either fluid, especially the Type IV as it slides off the back of the wings when they lift off. Rotation speed must be above 100 knots to be able to receive Type IV. If you fly in the winter beware of frost and ice. Just a little frost can drastically reduce lift performance.

Although winter is throwing its worst at us right now, take heart. Spring will be here soon. By the time you read this article, pitchers and catchers will be reporting to Cardinal Spring Training in Florida. That's always been my benchmark for the beginning of the end of winter. Soon we will have Hockey and Baseball. Baseball weather is flying weather too.

If you missed it like I ended up doing, recordings of the online Homebuilders Week are available on EAA's website. As time and rest permits, I'll check these out. Speaking of online stuff, we'll again have an online Zoom meeting this Saturday at 10:00 AM. Watch your email for an invitation to the meeting. We'll have to watch the weather in March. I'd like to get back to meeting at the ARC. I know you do as well. I'm also hoping the COVID vaccinations will become more available for us too. Personally, I'm in the 1B group as I'm considered an essential transportation worker. I can't remember which tier I'm in but so far, I haven't received a notification from either county in which I'm registered.

Things are beginning to move again. Our Explorer Post team is busy planning the re-activation of the Post. EAA HQ is encouraging chapters to think about having a Flying Start Event in May. And of course, we'll start working on some workshops and our Young Eagles program and how we can make all these work in the era of COVID.

In the spirit of the Young Eagles mission of providing a first flight experience, what was your first flight like in an airplane? Think back and try to remember the details and how it made you feel. Next month, I'll share my first flight experience and how that fit into Chapter 32's activities in the summer of 1979.

Please keep an eye on your email box for this month's chapter meeting on Zoom. I'm still new at this online meeting host thing so please...be gentle.

As always, check out the EAA.org website for upcoming webinars and other programs. Here's a link where you can find this month's Chapter Video with Charlie Becker, a Chapter 32 Alum.

AddThis Sharing Buttons
<https://eaa.org/videos/chapters>

That's all I have this time. I'll see you on Zoom or maybe around the pattern!

Until then stay vigilant and fly safe!

***Blue Skies!
Bill Doherty,
President
EAA Spirit of St. Louis Chapter 32***

January Meeting Minutes

Dave Deweese



January 2021's Zoom chapter meeting began with the pledge.

Minutes for December are in limbo: I (Dave Deweese) did not attend. Bill will upload video as that meeting was also held via Zoom.

Chapter elections took place. Chapter renewal complete.

Don gave the treasurer's report including checking, savings, and Ray Foundation account balances. The check for the renewal has cleared. If you haven't yet, please send your dues to Don. Ron Wright is out of our hangar, Al Jones is an option for that spot but his status is up in the air. Arthur Graves mentioned that there's a project to move to the ARC to hang wings, after that they'll need a hangar spot to do weight and balance. Burt's project is moving out the ARC for the time being: he's got other projects to deal with for now.

No new or visiting members chimed in.

Flood report: river level's at about 16 feet: we're save.

Ray Foundation: Louis has completed his training. Chris has applied for another fully-funded scholarship for 2021.

Young Eagles: Rick doesn't have anything going on at this point in the season. He has ordered supplies for this year. He mentioned that he doesn't have any ideas for a Ray Foundation candidate. Bill will pull a meeting together with Chris to see if anyone has ideas. Chris called in from a cell phone at the ARC, he says it will be late February when HQ lets us know if our chapter gets a scholarship. Once we know we can start the process of selecting a candidate, and we have until October for that.

Explorer scouts: at the moment there are no plans for the group, either from the area council or from our own troop. Jim mentioned we might consider recruiting at this point, and that groups which are currently active meet virtually.

If anyone's interested in the membership committee (or any other committee) let Bill know. He'll send an email with all groups that need help.

Mike Schwarzkopf had food cards while Ron's in Florida, he also sent an email for the new scrip shop fundraiser. Mike mentioned that linking a credit card results in a 2.6% fee, a debit card is .15 cents per transaction, physical cards are also an option. Let Mike know if you have questions or concerns. Art mentions that it takes a few button clicks to use the phone app, but overall it works well: he specifically mentioned restaurants.

Bill reminds us of the chapter video online: HQ is planning on holding Airventure this year, there's going to be a new wing of the museum, and a land acquisition will allow more space for ultralights. There will be chapter officers' training seminars as well. January 26-30 is Homebuilders' Week online.

For those who missed the December meeting there's discussion for a chapter picnic in the late May or June timeframe, maybe Babler Park.

In June 2022 the Blue Angels will be back in St. Louis with their newer Super Hornets.

Still working on details around the electrical systems workshop.

Chris's project is moving ahead per his Facebook updates. Arthur Graves says he hasn't made major progress over the holidays, but plans to move it to the ARC this year. Bill and Dave have some windshield work to do on the RV-6A.

Bill's meeting plan is to hold February's meeting in Zoom and will make a decision in March: if it's warm enough open the doors we might try to meet at the ARC.

Jeff Stephenson mentioned that improvements are ongoing at the airport. Building 3 basically done, they're working on 15.

Editor's Note: From years of reading, I learned that the reason the Brits gave us the jet engine is that they were worried about being overrun by the Germans, who would have certainly halted production of that piece of equipment. By the time the first U.S. jets were ready, we had achieved air superiority in Europe and it was deemed counterproductive to introduce a totally new aircraft with new technology. The British had, by that time, flown the Gloster Meteor, which used two of the Whittle engines.

Learning as we Go

“Flying Two Different Airplane Types
That Turn to Final Approach.”

and

That Boeing 737-8 MAX Jet

mr. bill

TO ALL OF YOU WHO ASKED FOR FRIENDSHIP ON FACEBOOK, I AM NOT ON FACEBOOK. I filled out a request for an airplane information blog and it was the sign up for FACEBOOK! Sorry.

Well fresh from our Certified Flight Instructor (CFI) Renewal Conference in January 2021, put on by the GSFIA (Great St. Louis Flight Instructor Association.) The conference was held in the Wings of Hope building down at KSUS, Spirit of St. Louis Airport. Captain Frank and Captain Bill spend 16 hours learning the latest and greatest changes to the world of Ground and Flight Instruction. A lot has changed. The FAA no longer uses the Practical Standards Test guides. The new guidelines are in the ACS [Airman Certification Standards](#). In these booklets are the TASK, KNOWLEDGE, RISK MANAGEMENT, and SKILLS to be followed for the TASK at hand.

We will dabble into these books in the next writing.

Basically, the FAA tells you WHERE all the information IS IN THE FAA BOOKS so you study that material. So, when you get an answer wrong on the FAA written test, they can show you WHERE you lacked knowledge.

Understand that where you make your “MISSTEAKS” is where the examiner is going to poke around in your Oral Exam for your certificate.



CFIs Frank Baldwin
and mr. bill



This Internet thing is really a cool vehicle because I have been able to find some neat videos that put pictures to the words of us flight instructors. The biggest thing I see in the flight deck of any airplane, is the FEAR of saying.. “Hey, I do not fully understand this.” When you are the flight instructor it is our responsibility to assure that the student FULLY understands the definition of the word or actions that are required.

It happens in the jet too. Both seats.

The CFI, through questioning and testing, can determine if a task is understood and can be accomplished by the student. In the jet, we all have “Brain Freeze” moments. The cool part is how we as pilots let the other person know, just exactly what it is we should be doing next? “I’d give ya \$10 bucks to tell me what happens next?” Another funny way to ask is the, “Hey I am testing you, WHAT DO WE DO NOW?”

As a student pilot we would say on the radio to ATC, “Student Learner and I need a progressive taxi, PLEASE!” In the Big Jet we may even say the same thing, as a way to break the tension of some highly trained professionals, during this quick instance, not so sure where we are to go or turn. So, the point is, ASK THE QUESTION?

In the past I have written about people who are qualified to fly two different types of airplanes. This video was a sad reminder of not remembering the requirements that go with each different machine you are flying. These are simple machines. <https://youtu.be/eYqS-j3pUHY>

The turn to final video is just another reminder that if you overshoot the final turn, then SLOWLY return to the final, carefully using 20 degrees of bank or to just GO AROUND.

<https://www.youtube.com/watch?v=gXEaIsCV2dg>

One more for good measure

<https://youtu.be/fumnit13r80>

Thank you, Air Safety Institute for these excellent videos. As they say in the video, LOOK OUT THE WINDOW! A go around adds about 6 minutes to your flight. That is \$15.00 dollars to the rental bill of the airplane. A small price to pay for a chance to make a better approach and landing the next time. A small price to pay, FOR ANOTHER NEXT TIME OR CHANCE IN YOUR FLYING CAREER!

THE BIG JETS

In writing about the birth of the Boeing 737, I mentioned the Boeing 707. Well, on my next big airplane trip, as I was waiting to take off this airplane, a Boeing 707 (KC-135) came in to do a touch and go. Here is what the Grandfather of the Boeing 737 jet looked like:

https://youtu.be/G4REldL_RqI

Also, I was asked after the 300+ flight hour mark, do I feel comfortable in flying the Boeing 737-800NG? The answer is YES. The weekend of January 24 before the early morning flight to DFW Dallas/Fort Worth this was the weather:

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KDFW ARR ATIS A
1405Z DFW ARR INFO A 1405Z
SPECIAL. 12006KT OSM -DZ
FG VV001 11/11 A2995
(TWO NINER NINER FIVE)
RMK AO2 SFC VIS 1/4
P0000. ILS APCH TO RWYS,
13R, 17C, 17L. MNTRD RDR
VCTR APPRCH BTWN DFW 17L
ILS & DAL 13L/13R ILS IN
USE. NOTAMS... RWY 17R
MALSR OTS. RWY 18R CLSD.
RWY 17C ARRIVALS PLAN TO
EXIT LEFT AT P2
HIGHSPEED, UNLESS
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What this says is: Winds out of the southeast at 6 knots. Forward visibility of ZERO. Light Drizzle and FOG. Vertical cloud height that can be seen from the ground is variable around 100 feet. So, during preflight of the Boeing 737-800NG, I tested the HUD-Heads Up Display, because that is how I

All photos from mr. bill's article

am going to fly the instrument approach, a CATe-gory IIIb, ILS (Instrument Landing System) to Runway 17Left. I will fly the approach to 50 feet above the runway and, after (hopefully) actually seeing the runway at 50 above TDZE (Touch Down Zone Elevation) quickly transition to the runway visual environment available, look past the “green channelization” lights of the HUD, (a Bob Murray word) and make a quick power reduction, and land the jet on the runway. All in about two seconds of time. Nailed it! Then because the weather was similar at our next destination in KSAT-San Antonio, Texas, I had to fly a CAT II approach, because the weather was 1/8 of a mile and 100 foot overcast. Same flying approach just less sensitive ground equipment. Nailed that approach. Going back to DFW the weather improved and it was CAT I minimums (200 feet and 1/4 of a mile) which the co-pilot could FINALLY fly by using his instruments, looking out the window at MINIMUMS of 200 feet and land the airplane. He had 10 seconds from 200 feet of altitude. So YES! After 365 hours of left seat time, I was fully comfortable and able to bring this Boeing 737-800 NG to the runway, land, and find the arrival gate. I have graduated.

The other question was, “How do you know it is a B 737-8MAX?”



A: You can tell by the scalloped cowling at the rear of the engine cowl. It also has the lower winglet on the Blended Winglet. Because of the lower material called a Split Scimitar Winglet (SSW) the pilot must land in a crab and not lower the wing which could cause the SSW to be scraped off. They weigh 294 pounds per aircraft but give a fuel savings of 1.6% and extends the range of the aircraft 65nm. The cost to upgrade the winglets is \$555,000.

CONTINUED...

Learning as we Go

(Continued)

Oh, and for you engineer types, check out this video on how the B 737-10MAX folds its landing gear to prevent a tail strike on this elongated, by 66 inches, fuselage.

<https://www.youtube.com/watch?v=c-AtOdt9dhw>

Q? Who was the first African American pilot to be hired by a major airline?

A: Captain David Harris at American Airlines

Q? Who was the first African American to earn a pilot's license?

A: Emory Malick in 1912. He also earned his Mechanics Certificate and flew his "homemade" aeroplane over Central Pennsylvania.

A2Z Aircraft

Do you need something from Aircraft Spruce? Would you like to support EAA32 and save some money at the same time? Of course you would!

Just go to <https://a2zaircraft.com/> to place your order for anything that Aircraft Spruce sells. You will get a discount and EAA32 will get a donation.

Blast From the Past

Art Zemon

From August, 1988

08/88
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WEATHER/FLIGHT PLANNING SERVICE COMPANIES

The below listed companies provide flight planning, weather, ground handling, overflight/landing permits and a host of other services.

BASEOPS INTERNATIONAL INC.
P.O. Box 218730
Houston, TX 77218
713-578-2081
800-333-3583

AIR ROUTING
2925 Briarpark
Suite 610
Houston, TX 77218
713-977-1020

LOCKHEED
121 Albright Way
Los Gatos, CA 95030
Attn: International Flight Service
408-866-7613
800-538-7526

DISPATCH SERVICES INC.
P.O. Box 592036
Miami International Airport
Miami, FL 33159
305-528-5307
(overflight and landing permits only)

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Computer Access Services

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|---|---|
| <p>CompuServe Information Service 5000 Arlington Centre Blvd. P.O. Box 20212 Columbus, OH 43220 Tel: 800-848-8199 614-457-0802</p> | <p>Variety of pilot access services, including wx through EMI AEROCORP.</p> |
| <p>EMI AEROCORP. INC. 7 North Brentwood Blvd. St. Louis, MO 63105 Tel: 314-727-9600</p> | <p>Variety of pilot services available through CompuServe and WSI Corporation.</p> |
| <p>Global Weather Dynamics, Inc. 2400 Garden Rd. Monterey, CA 93940 Tel: 800-538-9507 408-649-4500</p> | <p>Worldwide wx and communication services targeted for all types of users (single engine up to Boeing 747). Programs and rates available for frequent and infrequent flyers.</p> |
| <p>Pan Am Weather Systems 6300 34th Ave. S. Minneapolis International Airport Minneapolis, MN 55450 Tel: 800-367-6602 612-727-1084</p> | <p>Offers the Weather Mation Processor, an on-site micro-computer for accessing several wx formats. Installed at FBOs around the country.</p> |
| <p>Weather Network 3760 Morrow Lane Suite F Chico, CA 95928-8865 Tel: 916-893-0308 FAX: 916-893-4517</p> | <p>Primarily wx for US and Canada, can provide worldwide.</p> |
| <p>WSI Corporation 41 North Rd. Bedford, MA 01730-5300 Tel: 617-252-5300</p> | <p>Full range of pilot services for all types of users. Voted #1 for wx and flight planning services for 4th consecutive year in PRO PILOT "Top FBO Contest".</p> |
| <p>Irving P. Krick Associates, Inc. 754 Vella Rd. Palm Springs, CA 92264 Tel: 619-325-9677</p> | <p>Wx consulting firm. Provides short range (several days in advance) and long range (as much as a year in advance) forecasting.</p> |

ShopWithScrip Fundraising Update

by Mike Schwarzkopf

Hopefully everyone has received an email invitation to join our new fundraising program - *ShopWithScrip*. When enrolled in this program, you can purchase gift cards from over 700 different restaurants and retailers with a percentage of your purchase going to EAA Chapter 32. Rebates typically range from 4% to 8%, but each week they spotlight one or more retailers with even greater earnings. On February 9th, National Pizza Day, they ran a special for Domino's pizza. Gift card purchases would have net the chapter 15%! Similar specials occurred for other retailers during the Super Bowl and on Valentine's Day.

Currently we have 3 families actively participating in the program. In January, the chapter earned \$17.85 for their purchases.

Enrolling in the program is easy:

1. Download the "RaiseRight" app to your phone or tablet.
2. Enter the following code to link with EAA Chapter 32:

739E47FC77L14

3. Link a bank debit card to your account.

Using your debit card is the cheapest and easiest method to buy cards. You are only charged 15 cents for each transaction. A credit card may be used, but each transaction incurs a 2.6% fee. I recommend purchasing the eGift cards; this makes your purchase dollars available immediately. As we're able to meet in-person later this year, we can look at a monthly order of physical gift cards, as not all retailers offer the eGift cards. If you would like to have a physical card to provide as a gift to someone, there is a method to have these shipped to your home.

Please let me know if you have any questions or need help enrolling (mike.schwarzkopf@yahoo.com). If you haven't received the invite email, I would be happy to send another.

You can help our chapter earn money through your everyday purchases at retailers like Lowe's, Target, Amazon, Panera, Chipotle, Walmart, Home Depot, Macy's... The list of retailers is available on the RaiseRight app or at ShopWithScrip.com

Aviation Explorer Post 9032

Status Update as of February, 2021

Aviation Explorer Post 9032 (sponsored by EAA Chapter32) Status Update as of February, 2021

The Aviation Explorer Post 9032 charter through the Greater St. Louis Area Council is not currently active. The status can be updated whenever activities are allowed following anticipated loosening of Covid-19 restrictions.

On Feb. 9th, AE Post 9032 Advisors had a virtual meeting to discuss future plans. Attended by: Libby Yunger, Bob Murray, Andrew Mallek, Jim Hall and Burt Biermann. The goal for the fall of 2021 is to renew the Aviation Explorer Post 9032 charter and recruit both Aviation Explorers and Advisors.

This initiative will require EAA 32 volunteer Aviation Explorer Post Advisor members to prepare for a resumption of AE activities. During the virtual meeting some of the items addressed were:

- Reaching out to BSA through Joey Stokes of the Greater St. Louis Area Council (he was responsible for providing charter guidance to AE 9032 when the Post started in 2019) he talked with Jim Hall Feb 11, 2021 and said they would welcome our participation whenever we could return
 - Mr. Stokes also mentioned that he was impressed when 12 EAA Chapter 32 members signed on to become AE Post 9032 Advisors
 - The GSLAC will be happy to assist with an Aviation Explorer Recruiting Event
 - GSLAC will again provide the required Youth Protection Training to all advisors when we are ready
 - Laura Enge; Boone Trails District Manager is available to answer any questions and assist renewing our AE Post charter
- In addition to doing the AE Post registration papers; a bank account should be established to handle GSLAC registration fees
 - Andrew Mallek suggested that St. Johns Bank could provide this service

- Establishing an agenda of aviation activities could help for youth recruitment
 - Bob Murray shared that he has been contacted by someone who is willing to donate an RC model airplane that could be a future explorer project
 - Andrew Mallek could set up an RC flight simulator during an AE meeting
 - Andrew Mallek is going to talk with Katie Clark (EAA) to find out if plans are being made to have an Aviation Explorer Post Base at AirVenture 2021
- Potential virtual events could be shared until in person meetings could resume
 - Andrew Mallek has offered to coordinate Discord flight simulator events

The continuation of Aviation Explorer Post 9032 is great way for EAA Chapter 32 to help positively mentor youth and share the excitement of aviation and related fields.

Aviation Explorer Post 9032 Advisor, Jim Hall

World War II's Strangest Bombing Mission

The RAF knew how to cut the power on propaganda.

From Air and Space



Hermann Göring's speech in the Air Ministry building was delayed for 63 minutes by an air raid. When he resumed, the UPI reported, his speech "was uninterrupted by applause." (Alamy)

Royal Air Force leaders had dispatched orders to a pair of Mosquito squadrons experienced in low-level attacks. "I was playing [cards] in the crew room when my driver first told me we were going on an op," Sergeant Richard Charles "Lofty" Fletcher later told reporters. "I must admit I was a bit shattered when I found out it was Berlin."

The 400-mph Mosquitos were undertaking the RAF's first daylight bombing attack on Germany's largest city. Their target was not the parade route or even the Reichsmarschall himself, but something bigger. It didn't take a top-level English spy to figure out that Göring's remarks would be transmitted to the far corners of the Third Reich. The bombers banked and streaked towards Berlin's Haus des Rundfunks—the headquarters building of the German State broadcasting company.

Reichsmarschall Hermann Göring was beside himself with anger. Years before, he had told the people of Germany that no enemy aircraft would ever cross the country's borders. Now, on January 30, 1943, a national day of celebration marking the 10th anniversary of Hitler's rise to power, Göring was made to look like a buffoon.

Dodging in and out of slate gray clouds, Royal Air Force bombers from No. 105 Squadron howled across Berlin. With bomb doors open and Merlin engines at their limits, the wail from a trio of de Havilland Mosquitos mixed with blasts from anti-aircraft batteries below. If everything went as planned, all that noise was going to be on the radio.

In Berlin, amid the grim news from the battlefronts in North Africa and Stalingrad, the January 30 celebration was intended to take German minds off their fallen soldiers and reversals of fortune. The Nazis were going to have a parade. Göring, one of the most powerful figures in the National Socialist German Workers' Party, was about to deliver a speech to kick off the opening ceremonies in the capital city. British operatives knew it all. They even found out what time the Luftwaffe commandant was due to step to the podium at the Air Ministry Building—exactly 1100.



Every aircraft in this line-up of No. 105 Squadron's Mosquitos was destroyed during the war. The third one in the row, airplane J, was later transferred to No. 139 Squadron and was the bomber shot down during the famous speech-killing Berlin raid. (© Hugh W. Corwin Aviation Collection / Mary Evans Picture Library)

Göring and the radio building were slightly more than four miles apart—a distance that the Mosquitos could cover, going all-out, in roughly 40 seconds. And the cacophony they brought with them traveled even faster. As the mics went live and Göring began to speak, the roar of impending catastrophe became audible over the radio.

The broadcast engineers faced a terrible choice: They could relay the horrible echoes of the air raid, unfolding live, or they could shut down the transmission. In the Reichsmarschall's moment of glory, they cut the feed and dove for cover.

Soon after, with trembling hands, a station employee managed to slip a record onto the turntable and broadcast a scratchy version of Anton Bruckner's Symphony No. 7 in E major to a puzzled nation. It would be one hour and three minutes before Göring returned to their radio speakers.

Famously, the RAF's speedy wooden workhorses left a lasting impression on Göring. According to a 1973 history of the Luftwaffe, he later blustered, "The British, who can afford aluminum better than we can, knock together a beautiful wooden aircraft that every piano factory over there is building.... They have the geniuses and we have the nincompoops. After the war is over I'm going to buy a British radio set—then at least I'll own something that has always worked."

After the bombers attacked, the rallies and parades went on in Berlin. Still fuming, Göring rode in his limousine to another speaking engagement. Under a massive eagle and swastika flanked by Nazi flags three stories tall, he addressed thousands assembled at the Schöneberg Sportpalast—Berlin's biggest indoor sports and meeting venue.

The Reichsmarschall was not the only high-ranking Nazi official at the event. Though the Führer himself was a no-show, he had sent along one of his closest associates, Reichsminister of Public Enlightenment and Propaganda Joseph Goebbels.

Goebbels stepped up to the lectern at precisely 1600—the exact moment that a second trio of Mosquitos, these from RAF No. 139 Squadron, bullied their way into Berlin's airspace. By now, the ground defenses around the city were on full alert and sending up withering fire in great fusillades. The violent uproar was all the better for the British raiders—their sole job was to force the rattled radio operators to broadcast the chaos. Like the previous raid, the attack did little damage.

This time, the audio engineers stayed with Goebbels, who delivered his address punctuated by the faint sounds of bomb blasts, shell bursts, and roaring engines. By the time he had finished, the Mosquitos were far to the west, dashing for home.

The mission was almost completed when one of the retreating bombers was struck by anti-aircraft fire. The Mosquito crashed some 50 miles from the target, killing Squadron Leader Donald F.W. Darling, D.F.C. and Flying Officer William Wright.

Darling was a 24-year-old combat veteran from London, who had been awarded the Distinguished Flying Cross a year before for voluntarily undertaking numerous, dangerous night missions. His navigator, Wright, was from Bedford, a 34-year-old member of the RAF Volunteer Reserve. In the Mosquito, the pilots had flown side by side on one of the most unusual missions of the war. Today, they remain side by side, at the Commonwealth War Cemetery, located within the Berlin city limits.

Besides taunting Nazi leadership, the speech-killing missions brought back valuable information, including flight times, defenses, and fuel consumption rates, which were used to create flight profiles for future attacks on the capital. Upon return, the surviving flight crews gathered for the press. Sergeant "Lofty" Fletcher summed the mission up in a few nervous sentences, seemingly more intimidated by reporters than combat: "We got over to the other side...and we...we approached Berlin above the cloud. We added our contributions to the festivities and, uh...headed for home. I personally didn't see any flak. But I was told there was quite a lot of it knocking around. But after all, what the eye doesn't see the heart doesn't grieve over."

The operation, which was equal parts major public relations coup and dirty schoolboy trick, hammered home to nearly everyone in Germany that they were no longer safe from aerial attack.

EAA CHAPTER 32 NEWS
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Check out our fantastic Web Pages at
WWW.EAA32.ORG
Laura Million, Web Designer
While you're there, take time to join the
Yahoo Groups to help you stay abreast of
Chapter happenings!

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