

## WWII Bugatti 100P Plane Rebuilt: Jet Fighter that Could Have Won Battle of Britain for the Nazis

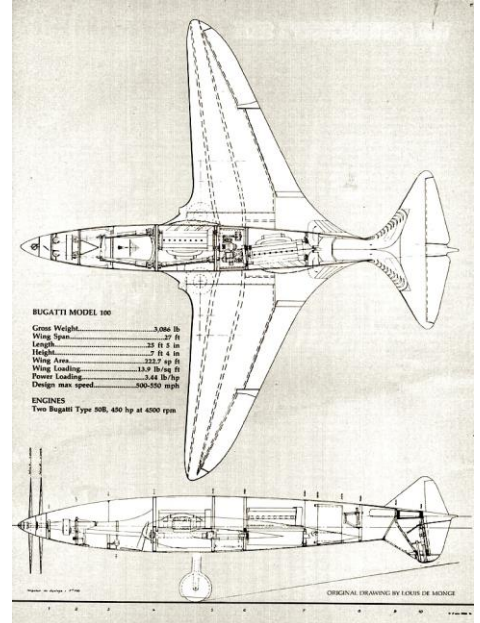


A British engineer is behind ambitious plans to recreate a landmark but tragic aircraft, the Bugatti 100P. Pictured is the original Bugatti 100P which was mothballed in 1940 to conceal it from the Germans.

A landmark but unflown aircraft, dubbed the 'Bugatti Veyron of the skies', is being recreated by a Scottish engineer working with a team in Oklahoma. The Bugatti 100P was described as one of the most advanced planes of its era and if it had flown, its designers believed it would have reached 500mph. At the time the air speed record, set by a German Messerschmitt in 1939, was 469mph.

But in 1940, and near completion, Bugatti - the Italian car designer - was forced to conceal the elegant aircraft in the hope it would not be discovered by the German military. Ettore Bugatti was keen to avoid the Nazis getting hold of the plane's cutting-edge technology, so the aircraft was packed in crates and hid in a barn in the French countryside.

Mr. Bugatti, who became a French citizen in between the wars, was known to dislike the Germans and had wanted to take them on in an aircraft race known as the Coupe Deutsch. The French government knew about the plane, but it could not be made in time for a deadline of September 1939 to enter the race. As the Second World War began, he decided to hide the aircraft. The French government knew about the plane, and it is believed that one of Hitler's ministers, Albert Speer, also knew of the plane's existence. If the Germans had been able to get hold of the Bugatti, it is believed that the plane could have outperformed the British Supermarine Spitfire planes during the Battle of Britain.



For more of the story and more pictures, go to Cool Links at our website <http://39.eaachapter.org>



# The Prez Sez...

by Darrel Sauder

Hey! Spring may have finally sprung but don't hold your breath....it may still decide to be white instead of green. Hopefully if it does, it won't come down horizontally.

I was, along with the rest of you, saddened to hear of Paul Embree's death. We knew it was coming but didn't know for sure when. He was a kind and gentle man, always had a smile and was soft spoken. I will miss him.

As you may recall, in my last Prez Sez I did my best to solicit ideas or comments from all of you. We received one. Sooo...based on the overwhelming response I am assuming we are doing OK and will continue to navigate on present course.

I understand Norma gave an interesting and informative presentation at the last meeting. Our next meeting should prove to be informative and interesting as well...USAF drones. Speaking of which, I am still flying a few drones myself --model airplanes. (No airplane with me here in Arizona). I feel very qualified to tell you that it "ain't" as easy as it looks. But then again, that's true of most things I watch my now grown up children do.

Burger burns should begin in May. Start getting ready to bring some "fixin's".

Don't forget to floss.



*Photo: U.S. Air Force  
McDonnell XF-85 Goblin, an American prototype jet fighter, intended to be deployed from the bomb bay of the Convair B-36 (1948).*



*Photo: William Vanderson/Fox Photos/Getty Images;  
North American XF-82. Stitch together two P-51 Mustangs, and you get this long-range escort fighter (1946).*

## In Memoriam



EAA Chapter 39 member Paul Embree, 85, passed away Friday, March 21, 2014 at the Fort Meade VA Medical Center.

**Next Meeting:**  
Tuesday, April 8  
at **Chapter 39 Clubhouse**

**6:30 Hangar Talk**  
Treats provided by Bruce & Jason

**7:00 Meeting**  
**Program:** Matt Martin will be discussing his experiences flying the MQ-1 and MQ-9 remotely piloted aircraft over the last ten years in Iraq and Afghanistan.



## Chapter 39

### Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
Treasurer	Milo Schindler

### Volunteers

Newsletter & Web Manager	Molly Benkert
Young Eagles	Jerry Petersen Brenda Nolan
Safety Officer	Jerry Densmore

**Tech Advisor** Randy Daughenbaugh

## Coming Up

### April 12 **Annual Airspace & Airport Users Meeting**

9:00 at the Rapid City Airport

Event held in the conference room in the Airport Fire Station #8 (4440 Kitty Hawk Road). Speakers: FAASTeam, Ellsworth AFB, Rapid City ATCT, RC Airport Management, Designated Medical Examiner. Catch up on the latest security concerns and requirements. Also hear what a local FAA Designated Medical Examiner (DME) has to say about new changes with obtaining FAA medical certificates. Now is your chance to ask questions and get the answers you need. Find out what's going on at the Rapid City Regional Airport <http://www.rcgov.org/airport>. This event also includes information from the Runway Safety Action Team (RSAT). Contact Steven R. Hoogerhyde, Phone: (605) 737-3024, [steven.hoogerhyde@faa.gov](mailto:steven.hoogerhyde@faa.gov)



### April Birthday:

Marv H.—25th

## TREASURER'S REPORT

*by Milo Schindler*

Balance brought forward.....	\$720.50
Income:	
Dues x 10 .....	206.00
Balance on hand.....	\$926.50

# Secretary's Minutes

By Gary Schroeder

- Meeting was held at the clubhouse
- Dan called the meeting to order at 7:00
- Minutes read and approved
- Treasures report given, balance \$895.00
- Guests - Roger Gross and John Glasford
- April treats - Bruce and Jason

**Membership down, only 39 have paid**

## Old Business

- Medical Certificates - discussion about FAA's unusual practices and strict demands for compliance and their new interest in sleep apnea.
- Brinda talked about her STEM aviation program. She had 93 students last year and projects 120 to 150 this summer. She asked if this would be something the chapter might help with through the Young Eagles program.

## New Business

- Airport planning meeting if anyone wants to attend or suggest ideas.
- Burger burns to start in May and will be held in Rick's hanger.
- Discussed the bus trip to Oshkosh again this year, July 31 thru Aug 3.

## Program

- Norma did a great presentation about Zeppelins.
- Meeting adjourned



*the Zeppelin on its mooring mast in hangar 2 at Moffett field*



*Matt McKilkerry, chief mechanic, Kate Board and Fritz Guether, pilots, Vern Kraemer starting Zeppelin*



*Norma Kraemer and instructor Fritz Guenther airborne over Moffett Field*



*class picture after 4 hours aloft: Jim Blake, Elaine Jumes, Dick McKay, Adam Courville, Fritz Guenther, Meg Godlewski, Norma Kraemer, and Kate Board*

# Safety Notes

By Jerry Densmore

Is Winter Over Yet?

This past winter was sure a change from the last one. The last time I saw snow this many months in a row I was still living in the UP (the upper peninsula of Michigan, land of da Yoopers). There we had eleven months of winter and a bad month of sledding, but that's another story, It's been nice to see the sun out and warmer temps but, I suspect Mother Nature might still have a surprise or two still up her sleeve. That being said let's gear up for the summer flying season. Did you get a chance to fly much this winter? If not it's time to think about removing the rust from the old flying skills.

Find yourself an instructor and/or put together a plan to polish up those skills. Get back into the saddle slowly. Plan on a few trips around the pattern to knock off the rust. The first landing will probably be pretty good because of the concentration you will be using. Get ready for the next one as it will not be what you expect. After the first you will probably think "I still have it" and relax a little. Surprise, not what you expected was it? Go out to the practice area and try a couple of steep turns in each direction, how did they turn out? Work on getting the sight picture back. Now try some slow flight. Are you comfortable with how the aircraft handles?

What about your gallant aerial steed? Has it been a while since you caressed the cowl? Take a good look around, using more than just visual clues. Look for wild life that may have taken up residence. When it comes to mice, smell can be just as important as what you can see. Remove a few inspection panels, both fuselage and wings. Look for evidence and smell for visitors! Once you determine no additional passengers will be on the flight, it's time to do a good preflight. Oil and sumps are easy but what about the tires? Use a pressure gauge and check them to ensure the proper amount of air, at the appropriate pressure, is available for flight. It is amazing how a tire can look okay, yet still not have the appropriate pressure. What is the battery like (if you have one)? Nothing like a thorough preflight, pulling the aircraft out, getting ready, only to have nothing happen when you turn the master on or attempt to start the engine.

Proper attention to detail and planning can lead to a fantastic first flight. Take your time prepping, wait for the right time, and set forth to commit aviation. The next airspace users' safety meeting will be Saturday 12 April. Ellsworth approach, RAP tower, the airport administration, and Dr Allen will give brief presentations and then will answer questions. It will be held in the conference room at the new airport fire station from 9 to 12.

Until next time Fly Safe!



WWI training video  
*submitted by Dennis*



Acquiring a New Airplane for the Museum of  
Flight in Seattle  
*submitted by Grove*

For these and many other new stories, go to Cool Links at <http://39.eachapter.org>.

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**This story is confirmed in Elmer Bendiner's book, 'The Fall of Fortresses'.**

Sometimes, it's not really just luck. Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks. "Our B-17, the Tondelayo, was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit. Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks - 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought. Even after 45 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn. He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless. Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling.

**Translated, the note read:**

**"This is all we can do for you now....."**

**"Using Jewish slave labor is never a good idea."**

*submitted by Dan B.*