



Welcoming the B-25



The Old and the New



George Blair and his daughter Nancy Remington:
George was a B-25 pilot in the South Pacific Theater
during WWII. Read more about him in the News
section of our website.

B-25D "Grumpy" Visits Ellsworth AFB

*By Norma Kraemer
(article on page 2)*

(Ed. Note: More pix can be found on our webpage.)

"Aeronautics was neither an industry nor a science. It was a miracle."
Igor Sikorsky

Connections from EAA sometimes bring fun events and Friday, 20 April 2012, was one of them. This year is the 70th anniversary of the Doolittle Raid against Japan in WWII. The raid took place on April 18, 1942, when LTC Jimmy Doolittle commanded a group of 16 B-25 medium bombers launched from an aircraft carrier, the USS Hornet, approximately 600 miles from Japan. This was further than they had planned to fly, but were forced to because of sighting of a Japanese fishing vessel. The raid was a success and all but four crewmembers were able to come home.

The Historic Flight Foundation based in Everett, WA owns the B-25 D "Grumpy." The man that runs the foundation and the plane, John T. Sessions, decided to fly to the Air Force Museum in Dayton, OH, for the 70th reunion of the Doolittle Raiders and take along many fellow enthusiasts. He filled the plane going and coming. One of those airplane nuts is Tom Berry that Vern and I met when we took EAA's Fantasy Camp in 2004 to fly the Ford Trimotor. Since 2004, Tom has become a good friend of ours, so I was surprised to see his name on our caller ID a week before the flights. Tom usually sends neat e-mails about airplanes. Tom said that the plane would be landing at Ellsworth on its return to Seattle, to visit three of the four squadrons that made up Doolittle's Raid (34th, 37th, and 432nd.) Those squadrons now make Ellsworth AFB their home.

After contacting various offices at Ellsworth to find out how we could get on base, we found the perfect solution: meet at the museum and retired military people would drive us to the flight line. The plan was for noon with an ETA of 1 p.m., but, of course, the operative phrase, "when you have time to spare go by air" kicked in. The next possible ETA was supposed to be 3:30 p.m., so I called the base public affairs office about 2:45 p.m. They claimed the plane would land at that proposed time. By the time the gawkers arrived at the museum the ETA had changed to 4:30 p.m. Therefore, we headed to base ops and sat in the lobby. One of the people that showed up was George Blair a WWII B-25 pilot that flew in the Australia to Philippines Theater. At 90 years old, he was still doing great. He lives in Meade County and I can remember voting for him for the SD legislature years ago.

A little before 4:30 p.m. a B-1 taxied out and took off. As it taxied out it passed a B-1 parked in front of Ops with a vintage 70's Lincoln Continental painted to look like the tiger mascot of the 37th squadron next to the plane. On cue, you could hear the rumble of radial engines to the east. It swung around the Pride hangar and then made a pass down RWY 13 with a nice chandelle executed to make a right turn out to go back to the threshold of RWY 13. The B-25 made another pass. What appeared to be the landing light coming around again turned out to be the B-1 with its own salute down the runway. After the B-1's pass, then the B-25 landed. It taxied up next to the parked B-1 with the squadron members of today as the reception committee. The press was in attendance (KOTA, KEVN, KNBN, and the Rapid City Journal)

After the plane was chocked, the crew disembarked and was welcomed by the press. Squadron members and the small contingent of civilians (Norma Kraemer, Dan and Molly Benkert, Shawn Gab and his daughters, and the Blairs) took lots of pictures and took advantage of the opportunity to climb into the plane to see how it must have been to fly in one during WWII. The civilians eventually left, but the squadrons were to host the B-25 crew with a dinner, and quarters for the night. The plane left for Seattle on Saturday morning.

The Canadians and British used "Grumpy" for training, so it survived the war. John Sessions lovingly restored it. A total of 20 B-25s attended the event in Dayton, OH. Four of the five living Doolittle Raiders also attended the event in Ohio. I did not get to visit with Tom Berry in person, the man who gave us the heads up about the plane, because he was on the flight from Seattle to Ohio. It sure was great of him to think of us so we could enjoy the plane, too.



THE PREZ SEZ...

by Darrel Sauder

Well, to use an overused cliché, "spring has sprung" complete with rain and enough windy days to make sure you take advantage of the ones that aren't! In other words, better fly on the days you can, because there are plenty of them that you can't.

Our Chapter's first burger burn (actually a sloppy joe sling) was a great opportunity to catch up on a few flying tales and get reacquainted. Great turnout, over 20 aviators with our faithful long distancer, Dennis Johnson over from Newcastle. Special thanks to Milo and Betty for the great sloppy joes and to everyone else that contributed salad, chips, and desserts.

Everyone dutifully sat in the clubhouse and endured my rendition of my last summer's Sturgis to Moab, Utah trike trip. I didn't hear anyone snoring, so I guess it was OK.

A few people made it out to visit with the B-25 crew at Ellsworth on the afternoon of the 26th. Local news media were there and acted upon Dan Benkert's suggestion to interview a WWII B-25 pilot, George Blair. (Ed. Note: There's more on George on our website.) The event made the local news that night. Thank you, Norma, for getting us involved.

Don't forget the Ellsworth Heritage Museum open house on May 19. The open house materials I ordered came in from EAA headquarters as well as a large EAA banner with our CHAPTER 39 plainly spelled out on it. Looks good! Good chance to bring your friends and family. Our Chapter will have a display table set up....using the people that volunteered at the last meeting.

Next meeting should prove interesting. Burger burn will be followed by a short business meeting and then Charlie Summers will present a program on his experiences flying the F-100 in Viet Nam. I understand he has lots of interesting pictures. Don't miss out! Bring a friend.

Don't forget to floss

Raffle for Rides

Exciting news! Planes available for rides: Trike, Beryl, Ellipse. Kitfox, RV 9 & 10s, 172, Eclipse, Champ, and glider. Tickets are only \$1 a chance, and the money goes to help pay for the gas for the pilots who donate their time and money to offer Young Eagle flights. Even if you don't want one of these rides, you must know someone who would love the ride you win. (Ed. Note: I'm trying to win a ride for my grandson.) **Please support our chapter and buy a ticket at our next meeting.** Last month's winner was Forrest Foster.

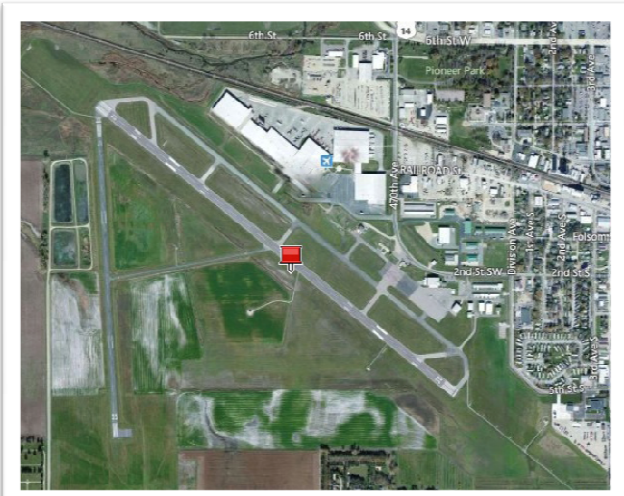


May Birthdays:

Ray C.—4th
Jack W.—4th
Shawn G.—7th
Dan M.—24th

Each of our May birthday people will receive a free raffle ticket at the May meeting.

WHERE IN SD?



The first one to email me (teachmolly@gmail.com) with the correct answer will get a raffle ticket for a free ride at the May meeting.

Next Meeting:

Tuesday, May 8
at **Chapter 39 Clubhouse**

6:00 Burger Burn
Bring a side dish, dessert, or munchies

7:00 Meeting
Charlie Summers will give a presentation of his experiences as a MISTY pilot if Viet Nam.



Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Forrest Foster
Treasurer	Milo Schindler

Volunteers

Newsletter & Web Manager	Molly Benkert
Young Eagles	Rick Belsaas
	Jerry Petersen
Safety Officer	Jerry Densmore

Tech Advisor Randy Daughenbaugh

Upcoming Events

Fridays **Hangar Talk**, Hot Springs Airport 9:30-11:30
plus coffee and homemade treats

May 19 **SD Air & Space Museum Visitor Appreciation Day**, 9:00-4:00 We will have members there to tell people about EAA and our local chapter. More info on our webpage.

June 2 **Young Eagles**, RC Regional Airport

June 9 **Sauder's Fly in Breakfast**, Sturgis Airport

More events can be found on our webpage.



How's this for a project?

TREASURER'S REPORT

Milo Schindler

Balance brought forward..... \$2161.58

Income

Burger burn.....	75.00
Raffle.....	23.00
Check from SPF (Berke).....	719.22

Expenses

Copy Country #482.....	23.07
FTC #483.....	69.31
D. Sauder (banner) #485.....	29.00

Balance on hand \$2857.42

SECRETARY'S MINUTES

Forrest Foster

The April Chapter 39 meeting was called to order by president Darrel Sauder at 7 pm at the Chapter Clubhouse. The March minutes were read by Forrest Foster and approved.

- The treasurer's report by Milo stated a current balance of \$2857.42.
- We had two guests: Pat Mikney from CO and Darrel's wife Sharon.
- The raffle for a free plane ride was won by Forrest Foster.
- Darrel read letter from Duane Berke. The Spearfish Airport Advisory Board dissolved and donated their remaining funds of \$719.22 to our chapter. There was some discussion of what to do with the money. Some ideas included sponsoring a student to the EAA academy and offering a pilot scholarship. The matter was shelved until a later meeting.

Old Business

The airport will not be having Vern's plane moved into the terminal on the 24th. Everybody please standby for Norma to contact you when help is needed.

New Business

- Club house clean up. We need to set a date for cleaning up the club house and would like to have some pictures of members and their airplanes. Dan moved that a date be set at the May Chapter meeting. Scott seconded the motion, and it was approved.
- The Ellsworth Air & Space Museum is having an open house for their 70th anniversary Saturday May 19th from 8:30 to 4:30. Eight people volunteered to work 2-hour shifts at a booth there. Anybody else wishing to help can contact Darrel or Milo.
- The next Young Eagles event is scheduled for June 2nd.
- Charlie Summers is scheduled to be our May speaker. He will give a presentation about some of his experiences as a Misty pilot in Viet Nam.

The meeting was adjourned, then Darrel gave a PPT presentation of his trip on his Trike to Moab, Utah. It was very informative, as well as entertaining.



The Dreamliner made another visit to Rapid City.

A SAFETY NOTE

Jerry Densmore

Did I Miss Winter?

With the lack of snow this year (so far) I kind of feel like Rip Van Winkle. I must have fallen asleep last October and awoke the end of April. It's been nice 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 addition 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 you time prepping, wait for the right time and set forth to commit aviation. The next airspace users safety meeting will be Saturday 12 May. Ellsworth approach, RAP tower, Great Plains Fire and the airport administration will give brief presentations and then will answer questions. It will be held in the conference room at the TSA building from 9 to 11ish with burgers after over by Rapid Fuel.

Until next time Fly Safe!



Some of our EAA members (Dan, Marty, Charlie, & Ray) are getting checked out in the new Black Hills Soaring Club KA-7 trainer.