



Volume 17 Issue 11  
December 2014

EAA Chapter 39  
Rapid City, SD  
<http://39.eeachapter.org>

# FLYBOY NEWS



## Chapter 39 Christmas Party

January 17, 2015, at the Elks Club

Happy Hour 5:00 to 6:00 pm  
Dinner at 6:00pm

Buffet: Baron of Beef, Chicken Cordon Bleu, Twice baked Potato, Vegetable

Cash Bar

\$25.00/person  
(Guests are welcome)

Chuck Childs will be our speaker. He will be telling about his recent trip to Czechoslovakia to attend the memorials at the crash sites of our WWII planes.  
\*\*\* Special dinner music will be provided.\*\*\*

RSVP: by January 10, 2015 to Milo Schindler (cell) 381-1600 (home) 393-0030, (email) [schindler@midco.net](mailto:schindler@midco.net)

Dinner and yearly dues (\$20) may be paid at the door or mailed to Milo at 3711 Dawn Lane, Rapid City, South Dakota 57703





# The Prez Sez...

by Darrel Sauder

Well, how did all of you open cockpitters like our sub zero cold snap? It would get 60 below in Fairbanks, but we cut off our fun flying at about 10 degrees above. Had to watch all the standard precautions, i.e. preheating, no sudden, prolonged, RPM reduction during descent, etc. Funny, I don't miss that cold winter flying much at all. Oh, yes, the scenery was beautiful, as long as you didn't become a part of it. If you have ever read about some of the pioneer flying in Alaska, you would get some idea of how "we have it made" now.

Wayne Anderson gave an outstanding presentation of his experiences flying helicopters in combat in Viet Nam. Those of you who were not there missed out on some amazing stories.

Next meeting should prove interesting. Aspen Eatherton and her Dad will tell about her experiences at the EAA Air Academy.

Hope you all enjoyed your Thanksgiving. Saw a picture of a white bearded old gentleman sitting in his easy chair holding a single barreled shotgun. Caption read, "Shot my first turkey yesterday; scared the heck out of everyone in the frozen food section!"

Heard about the FAA agents that showed up at Santa Claus' house on Christmas eve? They explained to him that he had never been given a check ride and they were there to give him one. Santa lamented that he flew a very convoluted route and flew through all kinds of airspace and that he needed a break. Then Santa noticed one of them was carrying a gun and questioned, "What's the gun for?" "OK, Santa, here's your break,...Just expect to lose a couple of engines on takeoff!"

Christmas Dinner coming on January 17. Sign up soon and avoid the rush!

Don't forget to floss.

Rob Burton just won the lottery and... I just won the lottery, and I'm going to fulfill my aviation dream by "blowing it all on aviation stuff I couldn't afford before the lottery. Small lottery winnings? Schedule a P-51 orientation flight with Stallion 51 Flight Operations in Florida. Obscenely large lottery winnings? Buy a Consolidated PBX or Grumman Albatross, outfit it as an ocean-going RV, disappear into the South Pacific for a year or two - with my wife, of course!" (see pages 7 & 8 for more about the P-51)



Can you identify this plane? Answer next month.

Don't forget to send me your pilot's dream and/or bucket list. Thanks to those who already have!

Pete Shouldis won the lottery and...

I'd get hold of the woman that I taught commercial, instrument, CFI, II, Multi engine, ME CFI, Helicopter commercial, Helicopter CFI and have her relinquish to me the left seat of the 700 series air liners she flies for Continental – for a week or two.

I think then the debt might be paid.

I'd plunk down my 250K to Richard Branson for a seat into SPACE.

I'd go back on a Tuna Boat (Campbell boat) for a couple weeks flying a Bell 206 on floats looking for Charlie Tuna in the Western Pacific.

I'd get a high performance glider and soar from the Wyoming line to the Iowa line.

I'd make my version of a "convertiplane" so that I could fly an airplane or rotorcraft at will.

I'd elect myself the Ruler of the FAA and get rid of all who have been "brown-nosers" and turn it over to all those airmen and Inspectors who had been wronged. Except maybe Milo.

I'd have all my joints replaced so that I could do the things that I think I still can.

I'd reinstitute the draft so that recent and new generations could experience a little discipline before being released into the world.

When cloning is made possible I'd clone another Poberezny family.

Becky Eatherton's Bucket List:

Learn to fly.

Spread aviation and Gods word everywhere at the same time.

Figure out a way to help daughter, son, nieces, and nephew to learn to fly.

Fly back country run ways and no runways.

**Next Meeting:**

Tuesday, December 9  
at **Chapter 39 Clubhouse**

**6:30 Hangar Talk**

*Treats provided by Gary S. & Molly*

**7:00 Meeting**

**Program:** Jason Eatherton will share the video Aspen made of her experiences at the Air Academy this past summer.



**December Birthdays:**

- Al Fisher—1<sup>st</sup>
- Forrest Foster—1<sup>st</sup>
- Brinda Kuhn—10<sup>th</sup>

**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

**TREASURER'S REPORT**

*by Milo Schindler*

Balance brought forward.....	\$1840.84
Expenses:	
Ink.....	57.83
Rick Belsaas.....	80.30
BBQ grill parts	
Balance on hand.....	\$1702.71

# Secretary's Minutes

By Gary Schroeder

- Meeting was held at the clubhouse
- Darrel called the meeting to order at 7:00
- The pledge of allegiance
- Who What When Where did you serve? Veterans shared their stories
- Minutes read and approved
- Treasures report given, some expenses-grill parts and printer ink

## Old Business

- An update about Grove
- We need more member stories for the newsletter and answers to the wish list/what if I won the lottery question

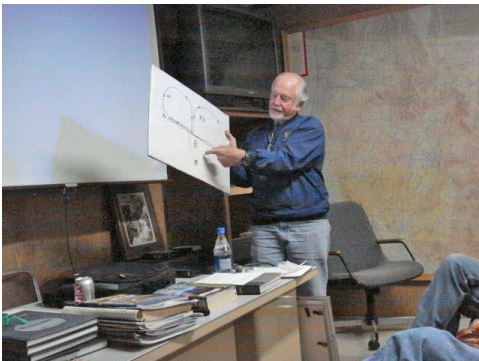
## New Business

- There was discussion about the Christmas Party including the date-January 17<sup>th</sup>, the menu, the cost-\$25.00, the location-Elks
- The question was asked should we say the pledge of allegiance to start every meeting?

## Program

Wayne Anderson talked about the tactics and several missions in Vietnam when he served in the Air Force flying Huey gunships.

Meeting adjourned at 8:40



Wayne explaining some of the tactics

**For Sale**  
1946 Aeronca Chief  
\$18,000  
Call Kathy Brandiger for more info: 341-33417



## Hilary Cole

When Capt. Hilary Cole joined the South Dakota Air National Guard in 1950 Joe Foss, Duane Corning, Justin Berger and other members of the unit welcomed him with open arms. Cole was a veteran combat pilot of World War II and had lots of experience in the P-51, plus had flown 25 other United States Military aircraft.

When the South Dakota Air National Guard was ordered to Active Military Service on March 1, 1951 Cole was a member and flew P-51s in support of the B-36 bombers stationed at Rapid City Air Force Base.



Today, November 14, 2014, Hilary Cole is 94 years old and lives in Rapid City. By one measure, Hilary Cole is modestly one of 16 million, the number of Americans in uniform during World War II. By another he represents a Black Hills area treasure, one of the diminishing number of WW II war veterans. He remains active in his southwest Rapid City neighborhood, taking frequent walks along Enchanted Pines Drive.

Neighbors who receive his flashy smile and "good morning" greetings may not know that Cole, a Tyndall, SD native, piloted an A-20 bomber over Normandy Beach on D-Day, June 6, 1944. That mission was one of his 65 combat flights over Europe. WW II was the start of a military career that spanned decades. Along the way he tallied 4,000 flying hours, starting in the cloth covered Gypsy Moth, a bi-wing, open-cockpit trainer, followed by the A-20, A-26, B-25, P-40, P-43, P-51, C-47 and the British MK5. By the time his Air Force career concluded, Cole added the F-89 Scorpion jet fighter to his pilot's log book before he moved out state and got discharged from the South Dakota Air National Guard in 1956.

Cole moved to Rapid City in 1968 and converted to helicopters and flew for the Army National Guard's 1085th Medical Detachment until his discharge on Sep. 9, 1976.

His wartime military exploits have been documented in the book, "Attack Bomber - We Need You." Author Ralph Conte mentions Cole frequently with stories like this: "D-Day, June 6, 1944, 1300 hours (1 p.m.) England. Fifty-six A-20 attack airplanes lined up for take-off, the third flight of six planes was led by Lieutenant Hilary P. Cole. The weather was lousy for flying, low cloud banks thousands of feet thick, a day they usually would not even consider



flying. But not today! They were going up, this was D-Day. The formation flew over the English Channel under a cloud bank 2,000 feet off the surface, making the awesome sight of the thousands of boat, battleships, destroyers, Landing ship tanks, CSTs visible to Cole and his

fellow pilots. Crossing the beachhead was another awesome sight, with men and equipment strewn all over Normandy Beach. They were flying so low that a fighter escort could not have covered them, so they had no escort. The A-20s took small arms fire with tracers but encountered no problem. The big gunners were not ready to send up flak, evidently they didn't feel there would be any fools flying in this weather."

History comes alive when Cole talks about the A-20 and his squadron mates from the 416th Bomb Group. He reminds us that the A-20 is less known against the legendary B-17 Flying Fortress, the B-24 Liberator or the B-29s that carried atomic bombs over Japan. Proudly, Cole has high regard for the sturdy but agile A-20, a twin-engine attack bomber that traveled nearly as fast as a fighter. He says, "The crew was so much smaller. I never even had a co-pilot, and we were so much more maneuverable than the bigger bombers. I always felt the A-20 was much safer and consider myself lucky to have had the A-20 assignment. George McGovern, who flew 35 successful missions with B-24's during WW II, had asked to be assigned to A-20's when asked his choice after graduating from flight school, he stated that "the A-20 was a fast bomber, very maneuverable and handled more like a fighter than a bomber".

Luck... skilled airmanship... probably a combination always brought Cole and his three crew mates safely back to airfields across Europe. When asked if there were any close calls, Cole replied, "Several times my planes were hit by flack or small arms fire. Only once was I hit real hard, and that time I lost my instruments; but surprisingly we made it back to base without any casualties or serious difficulty."

It has been over seven decades since the beginning of World War II. It is increasingly abstract for young Americans to understand the impact that war had on this nation. Everyone went to war, one way or another. Fighting men were supported by a home front war by millions of men and women who produced jeeps, trucks, tanks, and aircraft, including 7,000 copies of the A-20 like one flown by Cole.

War veterans like Cole help to keep the memory of that time from becoming just a fading echo of the 20th century. He is one of those reluctant heroes who answered the nation's call to duty and served well in a job that was demanding, very dangerous and critically important to keeping our way of life secure through this century and beyond.



*left:* Lt. Cole receiving one of 10 Air Medals

*right:* Hilary Cole and his wife Vivian in October 2014



## North American P-51 - S/N 44-74445 - N4132A - "Pecos Bill"

By or Burton

Last month while thinking about what I would do if I were a lottery winner, my short list included a ride in a P-51 Mustang. My dad flew them in WWII and later with the SD Air Guard and I've always loved the sight and sound of this airplane, so I did a little research on what some P-51 cockpit time might cost.

My internet research took an interesting turn when I began to wonder about a specific airplane from my past. In the summer of 1962 there was a bright yellow P-51 based in Belle Fourche of all places, hired by a coalition of local ag producers to conduct cloud seeding and hail suppression in that area.

The summer before a fellow with a well-worn AT-6 had performed the same duties out of Belle Fourche. On stormy nights if you listened carefully you could hear the drone of that big Pratt radial high above, working its way through the storm clouds. I was about 8 at the time, spending the summer hanging out at the airport courtesy of my uncles who worked there. More than once I was assigned the task of cleaning the windows on the T-6, which while I considered it an honor, I do remember it being extremely hot cleaning the inside of that canopy of endless glass. Someone with stronger arms probably followed up behind me as I suspect I smeared more bugs than I removed.

The next summer the T-6 was gone, replaced by what I considered to be THE Holy Grail of aircraft at that time, an Honest-to-God P-51. Bright yellow with blue stripes, it arrived on a Sunday just about the time church was letting out in Belle. The pilot performed some low passes and mild aerobatics over town prior to landing, resulting in a huge crowd at the airport. He rewarded those gathered with a final high speed pass down the runway with a victory roll at the end before finally landing and taxiing up to the pumps. Roscoe Turner couldn't have made a more flamboyant arrival!

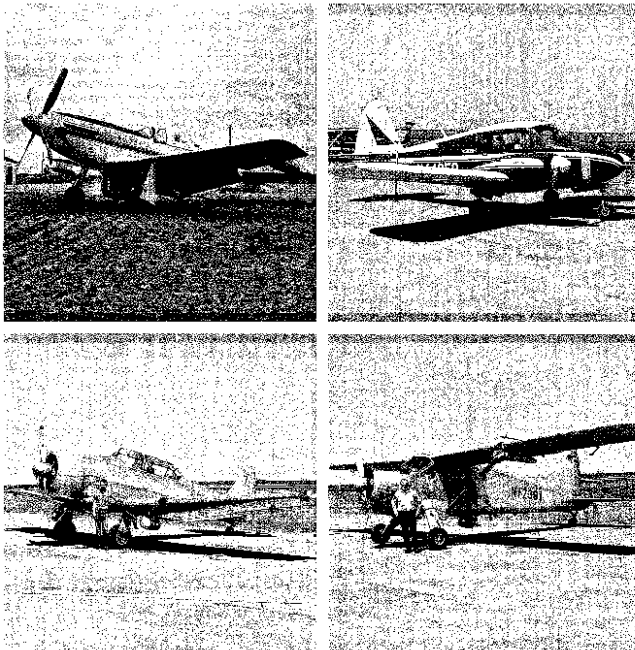


In short time the mechanics fabricated a tow bar for the main gear, found a spot in the middle hangar (prop set at 10 and 2 to clear the door) , then set to installing the silver iodide generators on the wings. I don't remember if the set-up worked or the impact on local rainfall, just the sight, sound, and smells of that wonderful airplane.

Out of curiosity I punched "P-51 cloud seeder" into the computer. Among the listings was the photo you see below from an issue of the Journal of Weather Modification noting the P-51 based in Belle Fourche during the summer of 1962. Further research unveiled the aircraft serial number and N-number, indicating the aircraft was owned by Harold Shelton of Belle Fourche in March of 1962, transferring to Grazing Inc. of Alzada, Montana in May of that year. The project was short-lived as ownership transferred again in October of 1962. Bill Hubbs of Pecos, Texas campaigned the plane at Reno for several years, finally selling it in 2006. Currently owned by Cowden Ward and operated on the air show circuit as "Pecos Bill" under the umbrella of Freedom Flyers, Ward made it his goal in 2014 to give a last Mustang ride to 100 WWII veterans free of charge.

I'll be looking for "Pecos Bill" at Oshkosh next year, and who knows, maybe they'll let me smear some of those windshield bugs again!

## *The Journal of Weather Modification*



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