

# CORBEN COURIER

## Chapter Meeting April 17

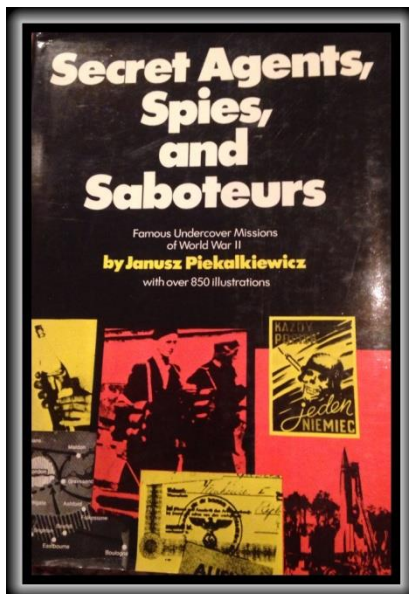


Our April monthly meeting will be conducted at the Chapter 93 clubhouse at Blackhawk Airfield, Cottage Grove on Thursday, April 17. The meeting will begin at 7:00 PM and conclude at 9:00 PM. Our guest speaker for this meeting is retired Col. Laverne Griffin, USAF. Col. Griffin will present information to us about the various reconnaissance missions he flew in F-86 Sabre Jets during the Cold War. This will be a great presentation...don't miss it!

- Rob Tweed

## Secret Agents and White Knuckles

During a recent visit with Chelsea in Duluth Jill and I found ourselves in an antique store mall. Browsing through antique shops like these is a great way to avoid the frigid temps outside that Duluth is well known for, even in March. Knick-knacks are not my thing so Jill and I usually go



our separate ways upon entering the store, reconnecting randomly as we wander about. I often find myself attracted to military memorabilia, related books, etc. On this particular browsing session I found the book "Secret Agents, Spies, and Saboteurs" by Janusz Piekalkiewicz. This particular book is a collection of famous undercover missions of World War II. Thumbing through the book, it seemed to be well researched and quite interesting so I nabbed it for a few bucks. Later while reading the various harrowing accounts of these highly trained brave operatives I came across the following aviation related excerpt that I found quite interesting. If you are a pilot you have undoubtedly experienced situations that give you the heebie-jeebies just thinking back about it. How about feeling that way every time you strapped into your plane?

The year is 1940. Germany now occupied Denmark, Norway, Holland, Belgium, Luxemburg and France in quick succession after taking Poland, Austria and other territories. Great Britain feared their invasion was imminent. It was at this time that the British government created the Special Operations Executive or SOE to fight back through the deployment of highly trained agents using unconventional methods. Many of these agents were recruited from the tremendous numbers of exiled soldiers from the occupied nations who were then living in England. These brave individuals knew what to expect for the lifespan of an agent in action was no more than three weeks. The SOE agents were often clandestinely inserted into occupied countries for their secretive missions by

Westland Lysanders. Here is one account of these insertions that appeared in this book as told by Wing Commander John Nesbitt-Dufort:

“On January 28 I set off for my fifth pick up operation. The landing area was near Chatteron in France and two agents were to be picked up from there. This was done with no trouble, but on our return flight to England we



were hit we hit a broad cold-weather front over the north coast of France which extended from 400 to 13,000 feet in height with dangerous icing-up. I made three attempts to get through this wall, but each was thrown back heavily and the icing up became increasingly dangerous. After approximately one hour of flying in this heavy weather, the wings were covered with a thick layer of ice. I took a course to the south and put it back to the field where I had originally landed. Because of the ice masses weighting down the airplane, I soon lost height, and not far from my destination the plane crash landed in a field. The machine was badly damaged but the agents and I were quite unhurt; we crawled out and the two of them made off in a westerly direction well I tried to set the plane on fire. Unfortunately I did use almost all the fuel and even after I had bored a hole in the reserve tank with the penknife there was not enough petrol left to burn off the plane completely. At the third attempt – I had run about 100 yards away – the machine finally caught fire.

Meanwhile the two agents come back and we set off together. I think we had gone about 25 km when, quite exhausted, we found ourselves in a village called St. Florent where we hid while one of the agents went on to Iseldon to fetch help. In the morning a car came with another agent and one of the resistance men: they took us with them to Iseldon where the two agents and I had to stay hidden in the station and where I remained for five weeks. During this time, however, we managed to make contact with the BBC in London, and soon a plane was sent out. The pilot picked up my two agents, two other people and me, and then flew back to London.”

I am filled with awe when I read stories like this about brave aviators keeping their wits about them in the most trying circumstances imaginable. The freedom that comes with that \$100 hamburger we enjoy as we fly our “missions” can be traced back to brave aviators such as these and their incredible sense of duty. We are forever indebted.

- Rob Tweed

## **Hanger Dance - Morey Airport- May 17 6:30-?? Delta Lane**

You're invited to an Aviation Dance and Get Together. Bring a dish to pass. Jeff Russell and Jeff and Patty Plantz are hosting. Bring your favorite beverage, dessert or side dish and your dancing feet. Ron Denson will be playing 8:30-10:30. The campfire will be available for s-mores. We should have enough burgers and brats ....if ya snooze you might lose though. A small \$ donation would be appreciated for food and music. Security gate will be open or supervised. Hope to see you rain or shine!

- Jeff Plantz

## **Heavy Bomber Weekend News**



### **Heavy Bomber Weekend Fundraising Effort**

Plans are moving forward nicely for this year's Heavy Bomber Weekend event. We are excited to be partnering once again this year with the Commemorative Air Force. For this year's event we have agreed to assist the CAF Minnesota Wing in their fund raising activities to help defray fuel and other operating costs. Please use the attached flyer as a guide to solicit friends, family and business associates for their tax deductible \$500 or \$1,000 contributions. We are now approximately halfway to our goal of \$5,000. With your help we can meet this goal!

- Rob Tweed

## Website

Take a look at the Heavy Bomber Weekend website:

<https://heavybombersweekend.splashthat.com>. Click to enter or copy and paste the link to your browser. Pete Buffington welcomes any input and suggestions as to website content. Contact Pete at 913-850-1522 or [AVITENGINEER@YAHOO.COM](mailto:AVITENGINEER@YAHOO.COM)

- Don Ripp

## Aircraft

Aircraft scheduled to be at Heavy Bomber Weekend include EAA's B-17 Flying Fortress "Aluminum Overcast," and CAF's B-25 Mitchell "Miss Mitchell," P-51 Mustang "Gunfighter," T-6 Texan, BT-13 Vultee Valiant, and a PT-22 Ryan "Recruit," L-5A Stinson "Sentinel. Aircraft on static display only include a Canada Car and Foundry Harvard MK IV (T-6), a North American SNJ-5, and a Fairchild PT-26. Participating aircraft are subject to change and availability.

- From the website

## B-25 Co-Pilot Lt. Col. Richard (Dick) Cole

"Health permitting," Lt. Col. Richard (Dick) Cole, Jimmy Doolittle's Co-Pilot of B-25 #1 will be in attendance at the Heavy Bombers Weekend. WOW! GET THE WORD OUT on this event to friends, family, co-workers as Chapter 93 is still in search of sponsors of this event. Thank you,

- Don Ripp

## Schedule for Friday–Sunday, July 25-27, 2014

9:00 a.m. to 5:00 p.m. Daily – Ground tours - \$15.00 per Individual or \$25.00 for Family (Parents and children 18 and under). Ground tour tickets can be purchased at the gate. Food and beverage vendors, static aircraft displays, WWII re-enactors, and much more

Saturday evening, July 26, 7:00pm to 10:30pm, 1940's Style Hangar Dance featuring "Ladies Must Swing", hosted by Wisconsin Aviation. To pre-purchase tickets for the dance, contact Wisconsin Aviation at (608) 268-5000, or email Jane Seeber at [jane.seeber@wisconsinaviation.com](mailto:jane.seeber@wisconsinaviation.com).

- From the website

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