

Chicago DODO Chapter,  
Tuskegee Airmen, Inc.®

# The Flight Plan



Vol. XVIII no. 3 June 2011 Chicago DODO Chapter, P. O. Box 19063, Chicago, IL 60619  
Ken Rapier, President

**Carrying on the legend and teaching young people about the opportunities in aviation.**



Hiram Mann (third from left) was a member of the elite Red Tail pilots of the Tuskegee Airmen. Here, he's shown with his fellow airmen at Ramitelli Air Base in Italy in March 1945. That month, the Red Tails escorted Allied bombers from Ramitelli to Berlin, the longest mission in the European theater. (Toni Frissell/Library of Congress)

## Tuskegee Airmen: 'Rock Stars' of American History

By Karen Grigsby Bates

April 11, 2011

Harry Stewart looks around the slowly filling ballroom in an Orlando, Fla., hotel and brightens.

"I haven't seen some of these guys in over 66 years," he says. "Some I haven't seen since I entered the service, and others since I left at the end of the war. This is very exciting."

The war Stewart is referring to is World War II, when the Army was still segregated. Stewart is part of a reunion of Red Tail pilots, members of the 332nd Fighter Group. They're part of the Tuskegee Airmen, an organization composed of World War II fliers and the thousands of people on the ground who made their missions possible.

The event's organizer, Leo Gray, says he realized earlier this year that time was zipping by. One of their members, Lee Archer, considered by some to be the country's only World War II black ace pilot (his plane was emblazoned with five swastikas, one for each German plane downed), died last year.

Gray wanted to bring the remaining pilots together again. "Nothing official," he explained. "I wanted this to be social, to give the guys plenty of time to spend with each other, because you never know what's going to happen, or when somebody's going to go next."

It's a pretty safe guess that "next" may not be too far off: The youngest Red Tail pilot is 86, the oldest 96. Many are infirm and unable to travel. Others could only come with the assistance of

younger family members. But about a dozen ended up drinking a little, laughing a lot and sharing war stories.

### Tales Of The Red Tails

Alexander Jefferson, a small, trim man with a silver mustache, told of being shot down on Aug. 12, 1944. He was strafing German radar stations when his plane was hit. He lost consciousness after the crash, and awakened to a German pointing a gun at him and shouting, "Naeger! Naeger!"

*Continue on page 6:*

# Chicago DODO Chapter Tuskegee Airmen, Inc. ®

## Mission Statement

"The Chicago "DODO" Chapter of TAI is a 501(c) (3) charitable organization whose mission is to perpetuate the historic legacy of the Tuskegee Airmen and to encourage and assist minority youth in pursuing post-secondary education and careers in the aerospace industry."

## Publisher

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Please submit all articles or pictures **no later than the 25<sup>th</sup>** of each month. Articles will be accepted via fax, as well as via email or in other electronic form. Pictures and other items can be mailed by the above deadline; also preferred to receive in any electronic format for better quality printing. Typed or printed submissions are strongly preferred to handwritten ones. Submissions received after the 25<sup>th</sup> of the month will be included in the following month's issue unless otherwise indicated.

## Editorial Staff

### PUBLISHER/EDITOR

Mr. Emmit Q. Hoosman



### CONTRIBUTOR

Mr. Vincent Saunders



### FEATURE WRITER & REPORTER

Dr. Bobbie Anthony-Perez



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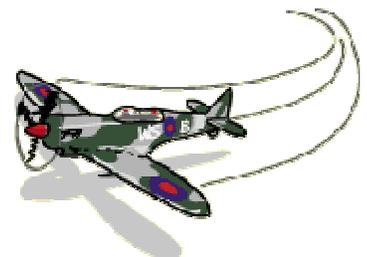
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# CALENDAR OF



## Chicago "DODO" Chapter 2010 Monthly Highlights

**Note: All meetings are held on Tuesdays at 7:00 p.m.; Eatin' Meeting' at 6:30 p.m.**

- ◆ Jul 9th - Young Eagles Rally at Gary Airport
- ◆ Jul 12th - Directors Meeting at CHQ 8035 S. Wolcott
- ◆ Jul 19th - 6:30pm General Meeting 6930 S. Cottage Grove
- ◆ Aug 1st - 7th **40th National Convention**
- ◆ Aug 9th Directors Meeting at CHQ 8035 S. Wolcott
- ◆ Aug 13th - Young Eagles Rally at Gary Airport
- ◆ Aug 16th - 6:30pm General Meeting 7808 S. Halsted

- ◆ Sep 10th - Young Eagles Rally at Gary Airport
- ◆ Sep 13th - Directors Meeting at CHQ 8035 S. Wolcott
- ◆ Sep 20th - 7808 S. Halsted

**Call the Chicago "DODO" Chapter Hotline for further event details.**

312-409-3624



### HOTLINES

**CHAPTER HOTLINE:**  
(312) 409-3624

**CHICAGO YOUNG EAGLES HOTLINE:**  
(312) 409-5621

**GARY YOUNG EAGLES  
HOTLINE:** (888) 235-9824  
(888) 2FLY—TAI

Note: *Call the Young Eagles Hotline after 7:30 a.m. on the morning of a flight for any cancellations.*

**CHAPTER WEBSITE:**  
[www.taichicago.org](http://www.taichicago.org)

Tuskegee Airmen, Inc. National Office  
PO Box 830060  
Tuskegee, AL. 306083  
(334) 421-0198  
[www.tuskegeearmen.org](http://www.tuskegeearmen.org)

### **Officers Installed:**

Ken Rapier  
*President*

Lt. Col. Duane D. Hayden  
*1st Vice President*

Lt. Col. (ret) Vince Saunders  
*2nd Vice President*

Camille Chappell-Johnson  
*Recording Secretary*

Karon Thompson  
*Corresponding Secretary*

Patricia Allen  
*Treasurer*

Dr. Quentin P. Smith, Sr. (DOTA)  
*Assistant Treasurer*

Grady L. Davis  
*Parliamentarian*

Dr. Bobbie Anthony-Perez  
*Historian*

## THIS MONTH IN HISTORY



Lawn Sprinkler Patented By  
J.H. Smith  
May 4th, 1897

\*\*\*\*

Civil Rights Act  
May 6th, 1960

\*\*\*\*

A. Phillip Randolph  
Organizes The Brotherhood  
of Sleeping Car Porters  
May 8th, 1926

\*\*\*\*

Germans Surrender  
VE Day in Europe  
May 8th, 1945

\*\*\*\*

First Combat Mission Flown  
By 99th Fighter Squadron  
June 2nd, 1943



Henry Flipper, First African  
American to Graduate  
From West Point  
June 15th, 1877

\*\*\*

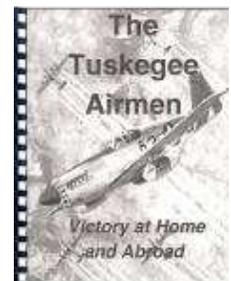
Congressional Medal of  
Honor Awarded to Sailor  
Joachim Pease  
June 19th, 1864

\*\*\*

Joe Louis Defeated  
Max Schmeling  
June 22, 1938

\*\*\*

Songstress Lena Horne Born  
June 30, 1917





## E-Mail Column

Flight Plan Publisher EMAIL is [ehoosman@sbcglobal.net](mailto:ehoosman@sbcglobal.net)



For those of you who wish to start receiving the Flight Plan via email vs. US mail please forward your email address to [ehoosman@sbcglobal.net](mailto:ehoosman@sbcglobal.net). for consideration.

### CHICAGO "DODO" CHAPTER VISION – 2011

- ◆ Develop a telephone calling tree for contacting members in the event of a sudden crisis
- ◆ Have a Chicago premier for the movie "Red Tails" that will be a world-class event with special screenings after the premier
- ◆ Have a successful Spring Fling Annual Scholarship Fundraiser with the goal of raising \$10,000
- ◆ Work toward getting the Chicago "DODO" Chapter, Tuskegee Airmen, Inc. inducted into the Illinois Aviation Hall of Fame with the Spirit of Flight Award.
- ◆ Honor of the Tuskegee Airmen by establishing the name of Interstate 57 as the Tuskegee Airmen Memorial Trail
- ◆ Get the Chapter Piper Tri-Pacer aircraft flying
- ◆ Develop corporate sponsorship

Submitted by: Ken Rapier



The Chicago Department of Aviation, Gary/Chicago International Airport and the Chicago "DODO" Chapter of Tuskegee Airmen Inc. are local co-sponsors of the Experimental Aircraft Association's (EAA) Young Eagles Program. Available in selected locations across the nation, the Young Eagles program was created to introduce young people, ages eight to seventeen to the exciting world of aviation.

This Chicago-area program is offered year round, weather permitting, on the second Saturday of each month at the Gary-Chicago International Airport. More than 7,000 young people have already participated in the Chicago-area program and more than 1.2 million have participated nationally.

All Young Eagle candidates will receive complimentary transportation to Gary, an orientation flight, airfield tours, and take part in aviation career and educational lectures. They also have the opportunity to meet some of the original Tuskegee Airmen. They are World War II heroes who, in 1941, formed the first African-American air squadron based in Tuskegee, Alabama. These veterans include pilots, navigators, bombardiers, maintenance and support staff, instructors and other personnel who kept the planes in the air during the war.

Each Young Eagle must be accompanied to the Gary Airport by a parent or guardian in order to participate. Members receive an official Young Eagles Flight Certificate, logbook and a set of pilot wings commemorating their first flight. Volunteer EAA or Tuskegee Airmen chapter member pilots are welcome. Famous volunteers include Brigadier General Chuck Yeager and actor Harrison Ford.

Contact the Chicago Chapter of Tuskegee Airmen at: [www.taichicago.org](http://www.taichicago.org) or call 773/602-2880 to schedule a free Young Eagles Orientation flight.



If interested in a career in Aviation/Engineering

Please contact:

C. Richardson, Scholarship Cmte

PO Box 558503

Chicago Ill. 60655

[cmsrichardson@aol.com](mailto:cmsrichardson@aol.com)

Inquire about the Perez Scholarship Award worth \$1,500



### TUSKEGEE AIRMEN, INC. CHICAGO DODO CHAPTER Birthday List



#### January

Vera Thompson, January 4  
Kenneth Rapier, January 5, 1948  
Bob Mullins, January 14, 1947  
Vincent Saunders, January 28, 1954

#### February

Melvin Knazze, February 3, 1946

#### August

Emmit Hoosman, August 30, 1965

To be included on this list. Please forward your information to [ehoosman@sbcglobal.net](mailto:ehoosman@sbcglobal.net)



Kill'em and Eat'em,

This came from a gent who runs a 2000 acre corn farm up around Barron, WI., not far from Oshkosh . He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War. His story:

I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle. A golden eagle - big, with about a six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too, and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up.

I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird.



The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL.

This aerial battle was better than any air show I've been to, including the war birds show at Oshkosh . The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky. What a beautiful bird!



I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time...There are no noble wars-- Only noble warriors

Submitted by: Conway Jones



## AVIATION CAREERS EDUCATION SUMMER ACADEMY

Over Night Week Long

At:

Lewis University  
Romeoville, Illinois

### Activities:

Orientation flights for each student in  
single engine aircraft  
Tour of Midway Airport  
**TOUR OF AIR TRAFFIC CONTROL FACILITIES**  
Trip to Oshkosh Air Show  
AND MORE!

### When:

Sunday, July 24, 2011 -  
Saturday, July 30, 2011

### Sponsors:

Lewis University  
Federal Aviation Administration  
ORGANIZATION OF BLACK AIRLINE PROFESSIONALS  
**TUSKEGEE AIRMEN INCORPORATED**  
National Black Coalition of Federal Aviation Employee  
Omega Airport Shuttle, Inc

*Continue from Cover Page:*

"I thought, 'Oh, crap — even in Germany!' " Jefferson laughed, shaking his head. "But it turned out he wasn't saying the other word — that was their word for negro."

In fact, the German soldier's commanding officer saluted Jefferson when he took the pilot into custody. "I was treated like an officer the whole time I spent in POW camp," Jefferson said.

Jefferson was poring over photos with Hiram Mann, an ebullient octogenarian whose impish personality earned him the nickname "Gremlin."

Mann said that when he entered the service, he was "a little older than some of the other guys."

"I was 21 and married," he said.

He was reporting back to base to fly an important mission when he was grounded by the base flight surgeon, who thought Mann and his buddies hadn't spent enough downtime before their next flight.

Mann's plane, Boss Lady (his affectionate nickname for his wife), was assigned to another pilot — who didn't make it back. "I often think about it," Mann said. "And I think, 'There but for the grace of God go I.' But he could have been in a different space than I would have been, I don't know."

The date for the gathering, March 24, was chosen to coincide with the 66th anniversary of the Mission to Berlin, the longest nonstop mission in the European theater. The Red Tails took off from their base at Ramitelli, Italy, and accompanied a group of bombers to Berlin, where they destroyed the Daimler Benz tank assembly plant. They returned covered in glory and citations — until they got back to the States.

"Coming back on the boat," Jefferson recalled, "got to New York Harbor, the flags waving, the Statue of Liberty. Walked down the gang-plank, and a little soldier at the bottom said, 'Whites to the right, niggers to the left.' "

Welcome home.

### **A Delayed Salute**

The Tuskegee Airmen, and especially the Red Tails, would be held up as examples of excellence in the black community for decades.

Robert Martin likes to say he flew 63 1/2 missions during the war. What would have been his 64th ended when he was shot down over then-Yugoslavia.

His daughter Noelle said that growing up, she sometimes had to sit on herself to not brag about her father. "I always wanted to say: There's my dad, and he's a Tuskegee Airman," she said.

Leo Gray's daughter, Kathy Bryant, said she'd think about her father when she was being racially harassed in her workplace and say to herself, "What he did was harder. If he can do it, *you* can do it."

But they were off much of America's radar screen. Say "war hero," and the visual that came to mind was automatically white. Many of the airmen became involved in the country's civil rights movement, fighting what historians now call a second front.

"We fought fascism and Nazism, and won," said one of the airmen firmly. "Then we had to come home and fight racism. And we were going to win that, too."

They did. The Red Tails' stellar war records demolished the canard that blacks weren't intelligent or coordinated enough to operate airplanes. It forever erased doubts about black pilots' patriotism and bravery. And, said Col. George Hardy, when the Air Force became a separate branch of service after the war, "a lot of officers that had been in the Army Air Force were now in important positions in the Air Force, and they remembered what they'd seen."

The Air Force commissioned a study on integrating the branch in November 1947, and in April 1948, the Air Force announced it would integrate — this was before President Harry Truman signed Executive Order 9981, desegregating the armed forces.

*Continue on page 7:*

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It was no small feat. And eventually, the Red Tails received accolades from beyond the black community: In 2007, President George W. Bush (the son of George H.W. Bush, a World War II fighter pilot) presented them with the Congressional Gold Medal in the Capitol Rotunda.

At the conclusion of his welcome, Bush told the airmen that he'd like to offer a gesture, a symbol "to help atone for all the unreturned salutes and unforgivable indignities" they had endured over the years. "So on behalf of the office I hold and a country that honors you, I salute you," he said. They saluted back.

Their heightened profile has made them rock stars. At their hotel, the Red Tails couldn't finish meals without being interrupted and asked to sign autographs. Eager parents pushed shy children toward them, asking if they'd take a picture.

"You don't get this now," one mother told her reluctant 4-year-old, "but you'll be glad you have this later on. This is *history*, honey."

Navy men and women meeting in the Red Tails' hotel asked if they'd speak to their group and take a few photos. The lines went through the lobby as men and women in uniform — and several retired military — waited patiently to have their picture taken with the pilots.

Looking on, Capt. Art Pruitt smiled. "It's funny, we were just watching everybody taking pictures of them — it's like the paparazzi: These guys are rock stars. And to be able to honor them this way, it's just an honor and a privilege."



Flight Officer John Lyle, a member of the famed Tuskegee Airmen.

## **TUSKEGEE AIRMEN, INC. National Office**

5/16/2011

Ladies and Gentlemen,

As we approach our 2011 National Convention I wanted to give you an update on what's been going on in our organization. I hope to see many of you at the convention and wanted to remind you that the early registration pricing ends soon. Registration is available via a link on our National Web site or directly at the convention registration web site at [www.taiconvention.com](http://www.taiconvention.com).

Earlier this year we initiated discussions with United Services Automobile Association (USAA) about TAI participating in their Affinity Credit Card program. Under that program USAA issues a credit card that bears the logo of the affinity organization. USAA utilizes a formula under which charges made using the card generates revenue to the affinity organization. While you have to be a member of USAA to qualify for their insurance programs that does not apply to its credit card and other financial services. We hope to be able to announce the outcome of our discussions prior to this year's convention.

This spring TAI joined the world of social media when Facebook and Twitter accounts were established by the National Public Relations Officer, Minnie Jones. We invite you join us by visiting National Office of the Tuskegee Airmen, Inc. on Facebook at [www.facebook.com/pages/Tuskegee-AL/Tuskegee-Airmen-Inc-National-Office/193981463957697](http://www.facebook.com/pages/Tuskegee-AL/Tuskegee-Airmen-Inc-National-Office/193981463957697)), join us and invite your friends.

In our January face to face Board of Directors meeting it was decided to establish a Tuskegee Airmen, Inc. merchandise direct marketing effort to sell TAI logoed articles directly to the public. We've been working with a vendor to develop the merchandise and another vendor to be our call center for the 800 number as well as to do our warehousing and shipping. We hope to have the merchandise available this summer to take advantage of the marketing opportunities to gain another new revenue stream for the organization. Our vision is that by establishing this vendor for merchandise, chapters will be able to use this company to procure merchandise with their chapter logo on it they can use for their fund raising efforts.

Another product of the January board meeting was the creation of an Ad Hoc Committee to review the TAI Strategic Plan that lapsed at the end of 2010. The goal of the team is to review the old plan and use it as a base for the development of a new Strategic Plan for TAI. The Ad Hoc Committee requested some input from me on their project. I gave them the following:

*The Strategic Plan serves a number of purposes within TAI.*

*It gives us direction and focus in our programs at the national level*

*It allows the chapters and membership to know what our focus is*

*o Chapters can then use the national plan in the development of their own plans*

*o Individuals join and remain a member of organizations with a purpose and goals they feel an affinity for*

*When we go to government agencies, corporations or individuals for support in the form of in kind support, donations and or grants they want to know what our focus is*

*o Many times they want to see if their aims and ours are in sync*

*o They also want to make sure their funds and services are going to support a worthy cause*

*A lot of time and effort was expended to create our previous Strategic Plan, unfortunately TAI was beset by a fiscal crisis during this time that distracted us from the plan. The result being that we did not accomplish many of the items in the plan. I think the committee needs to take a hard look at the old plan to determine the relevance of the items in that plan. Those deemed relevant then need to be prioritized and used to form the basis of the new plan. To that needs to be added the items which are important to the future of TAI.*

*Will the committee get it perfect, probably not and for that reason we should review the plan annually to make the necessary adjustments to reflect the reality of the environment in which we operate. This task needs to be accomplished so that the new plan can be delivered to the membership prior to the 2011 Convention.*

I was also asked to give my vision for the short and long term for the organization. I gave them the following:

*Here are my short and long term goals for TAI:*

*Short Term (0 to 3 years)*

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## Young Eagles Column



International Young Eagles Day is Saturday, July 9, 2011. Why not plan now to join us for the Tuskegee Airmen Young Eagles Volunteer Team E.A.A. Young Eagles rally at the Gary-Chicago International Airport (GYY). We will operate out of the terminal building. Refreshments will be provided for all pilots and volunteers. We will have an awards presentation after all of the Young Eagles have flown. The pilot briefing will be at 8:30 a.m. with flights beginning at 9:00 a.m. All aircraft parking will be West of Gate 4. Call the hotline after 7:00 a.m. on the morning of the rally to check flight status. Call 773-602-2880; press 3 to access the flight status mailbox.

Pilots: Please bring your signed Young Eagles points certificate to the rally. We have three deserving youngsters ready to attend the E.A.A. Air Academy.  
Happy Flyin'!



Ken Rapier, Chief Pilot  
Tuskegee Airmen Young Eagles Program

FYI...

Good Morning OCAHF Board Members, Museum Volunteers, and Supporters:

We have a great opportunity in terms of exposure, PR, and income for another event on par with our B-17 "Texas Raider" visit last year. However, it requires a full team effort to raise funds, and for folks with fundraising ability and connections to potential sponsors to step forward. Quite a bit of work and planning lies ahead.

As many of you already know, for the last several weeks I have been working with the Red Tail Project (<http://www.redtail.org/events/>) to coordinate a visit to Rantoul by their P-51C Mustang, one of only two still flying.

The Red Tail Project has just this morning committed to a visit on **September 17 - 18, 2011**. The aircraft will be on static display on the airport ramp, and will be selling revenue rides to the general public. Viewing the P-51 will be included in the regular paid museum admission price.

However, the Red Tail Project requires a **financial commitment of \$6,500.00** to insure their overhead costs are covered. They recommended we pre-sell 5-6 rides to the public at \$1500 per 30 minute ride.

Counting on selling rides to cover the costs is risky, due to the current economic situation and the socio-economics of the Champaign county area, so I believe we need to be more proactive for everyone's benefit. Here is what's been discussed or is in progress thus far:

-- This is a great opportunity to solicit local (and possibly not local) business sponsors to help underwrite this event, in return for listing them as event sponsors on any advertising and PR we send out.

-- Robyn has offered to look into the logistics of pre-selling revenue rides to augment our efforts.

-- PR and advertising need to start now. Soliciting Potential sponsors needs to start now.

-- I have talked with Bill Clayton, who has generously agreed to approach the new FBO operator about providing hangar space for the P-51 and reduced fuel and oil prices.

-- The museum can offer a reduced rate for hotel rooms at the Quarter's Inn (\$53 + tax) and probably a courtesy car at no cost from McMahon Auto Sale.

-- To increase visitor numbers for the event, specifically target one or two sponsors to cover the cost of one or two P-51 rides. Each paid admission on Saturday would be entered in a drawing for one or two free rides on Sunday.

This is a great opportunity. Please let me know if you have other thoughts and ideas about supporting or improving this event. Hopefully, we will have much more information and ideas to discuss at the OCAHF board meeting in a couple weeks.

Thanks,

**Mark D. Hanson**  
Curator  
Chanute Air Museum  
1011 Pacesetter Drive  
Rantoul, Illinois 61866-3672  
Ph: 217-893-1613, ext. 20 \* Fax: 217-892-5774



Chicago Chapter of TAI (CCTAI) Attends the 2011 Rockford Airfest  
By: Capt. Vic Croswell, Jr.

Once again those magnificent men (chapter members Vic Croswell & Ken Rapier) in their flying machines took to the skies to attend the 2011 Rockford Airfest held in Rockford Illinois. On Friday, June 3rd, we arrived early at the Rockford Airport beginning a fabulous weekend. As we approached the airport, even the Rockford control tower praised how flawlessly the CCTAI-"DODO" formation flight team executed the 360 overhead approach to the runway and then smoothly touched down, side by side on the runway, only to exit the surface, Inches behind each other.



Moments after landing our sleek "Red-Tails", Rockford ground personnel got the planes fueled ( at no charge) and positioned for the show. Almost immediately, a van "swept" us to the Rockford Air Terminal to pick up our rental car, a 2011 Chevy Impala, parking passes, hotel keys, and meal tickets, all of which were complimentary.

After , checking in at the Clock Tower hotel (one of the best in Rockford), we scurried back to the airport to partake in the Pre-Airfest Hangar Party. There, we engaged the mountains of "giant gulf shrimp", the huge roasted whole pig, pasta, veggies, fruit, sweets, and cool drinks. We, also swapped stories and rubbed elbows with the other

airshow pilots, and crewmembers, which concluded the night.

Saturday (June 4th), at the airfest; besides the record 100 degree heat, we enlightened the masses with information on the history of the Tuskegee Airmen and our chapter's Young Eagles program. We shook hands, posed, and took many pictures with visitors . (Ken said he even saw us on the news that night!).



Sunday (June 5th), the "Heavy Metal" airshow team took to the air to perform in place of the " Blue Angels" (because of their accident), and continued the show.

The crowd was not disappointed. They really did a great job!

The small airplanes numbered 32 last year, that number increased to 64 this year causing more congestion on the ramp resulting in us staying an additional night.

Afterwards, We visited with some of Ken's former Chicago-neighbors, who owns a eatery in Rockford, (Diane's). They, Greeted us with open arms, and plates of pot roast , gravy, and rice! Not to mention their signature mouth watering peach cobbler. We left TAI-posters to put up in "DIANE'S" restaurant on a "Tuskegee Airmen" dedicated wall, along with pictures they took with us last year!

And, Oh , Yes! We have been invited again, next year----- " BY REQUEST ! "



Photo's from the Rantoul AFB, Airshow.

**Dr Quentin P Smith & Dr Alcus G Cromartie  
Visits Homewood-Flossmoor High School (IL) - May 12, 2011**

Principal: Jon Elfner

President of the HF School Board of Education\Richard T. Lites Department Chair HFHS: Paul Kolimas Superintendent of the School Dist. 233 - Dr. Von Mansfield



Front-Dr. Quintin Smith, Rear L-R, R Lites, M Calloway Jr, Unkown, Dr. Alcus Cromartie, J Elfner, V Mansfield, Supt. & P Kolimas



Dr. Quentin Smith gives some pointers to Michael Calloway Jr., a junior in high school.



Two students working at HF's real TV station WHFH



Dr. A Cromartie (L) & Dr. Q Smith (R) receives HF baseball caps from Principal J Elner.



Jon Elfner (Principal) & Richard T. Lites (President of the HFHS Board of Education) express their joy seeing Dr. Smith

**Continue from page 7:**

- o Transition TAI from spending in arrears to a funded budget based organization
  - o Create a line of TAI branded merchandise (TAI Logo and Tuskegee Airmen, Inc.) that we, TAI, market to the public
  - o Allow chapters to piggy back on this branding by mirroring the national merchandise plan using their chapter logos
  - o Expand the national sales of the TAI Logo merchandise to new partners like Tuskegee University, Army Air Force Exchange Service, National Park Service, the original Tuskegee Airmen units in the Air Force today (332nd Wing, 477th Group, 99th, 100th, 301st, and 302nd Squadrons) etc.
  - o Establish economic relationships with companies like USAA that will provide revenues to TAI
  - o Transition TAI National Office to a permanent location
  - o Expand the Youth Programs at both the national and chapter levels within the funding available
  - o Establish a repeatable national convention footprint
  - o Revitalize the role of Heritage Members within TAI
  - o Make the necessary changes to the TAI Bylaws to add corporate members to the Board of Directors
  - o Revitalize the 3 way partnership with the National Park Service and Tuskegee University to assure timely completion of the Tuskegee Airmen National Park
  - o Simplify the TAI membership processes
  - o Establishment of an At Large Chapter
  - o Long Term (3 to 5 years)
  - o Grow TAI membership to over 4000 in 5 years
  - o Establish a \$10,000,000 endowment
  - o Establishment of TAI Youth Aviation, Aerospace, Transportation and STEM
  - o Staff the national office to properly support TAI activities
  - o Change the TAI Bylaws to allow the "Body" to vote on Resolutions outside of the convention
  - o Change the TAI Bylaws to allow for vote on Resolutions that are presented at convention by the "Body" who are not in attendance at the annual convention
- This is the big picture as I see it for the short and long term. The long term is hard to gauge since so much is dependent on us getting our financial house in order in the short term to have the necessary base to support the long term.

I was asked for a clarification on the TAI Youth Aviation, Aerospace, Transportation and STEM Academy, here was my input: *I agree with you that TAI does not need a flight school. My feeling is that flight programs tend to be exclusive (not enough opportunity for the time and money involved) and expensive.*

*As you said there a very good program conducted by Robin Petgrave at Tomorrow's Aeronautical Museum (TAM) as well as other programs conducted annually by BPA, NAI and OBAP that TAI can funnel youth with that interest into.*

*Continue on page 11:*

## 2011 Flight Training Grant Program Information

### A&M Aviation, Inc. Application for Flight Training Grant Program

This Grant will cover all the costs associated with obtaining a Private Pilot License. The recipient of the Grant will have from June 6, 2011 until August 31, 2011 to complete his or her training and take all appropriate tests to obtain their Private Pilot License. The recipient will need to be 17 by August 31, 2011, pass an FAA medical, and be able to get to the airport to take their flight training lessons in order to receive this Grant.

**Eligible applicants** will be attending high school, aviation school, or be a recent graduate in quest of further study from the local area or surrounding communities.

All applications must be sent via mail to A&M Aviation, 130 S. Clow International Pkwy, Suite B, Bolingbrook, IL 60490. Your application must be received by May 25, 2011. A&M Aviation will review all applications and select ten finalists based on their essay. A&M Aviation will conduct a short interview with each finalist and select a winner by June 3, 2011.

#### Include in your application:

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
School: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_  
U. S. Citizen: Yes \_\_\_\_\_ No \_\_\_\_\_  
Grade Point Average: \_\_\_\_\_  
Do you plan a career in aviation? \_\_\_\_\_  
If so what? \_\_\_\_\_  
Phone number: \_\_\_\_\_  
E-mail address: \_\_\_\_\_  
Parent Signature is required if applicant is under 18 years of age:  
\_\_\_\_\_

**Submit an essay**-not to exceed two pages- that describes: *What General Aviation can do for a community and how you as a new pilot can influence General Aviation in your community.*

If the winner of this Grant can not meet the medical requirements required for a pilots license or commit to the time requirement necessary to complete their pilots license by August 31, 2011 the Grant will be awarded to the runner up. Entries become the property of A&M Aviation, Inc. for their unlimited use, display, and publication.

A&M Aviation, Inc. is proud to announce our Flight Training Grant Program for High School students in the South West suburbs of Chicago. The program is designed to bring awareness to the area of General Aviation and provide one individual student the opportunity to achieve a Private Pilot License.

To apply for the A&M Aviation, Inc. Flight Training Grant  
1) [download the application](#),  
2) fill it out (including the required essay),  
3) send it via mail to  
A&M Aviation, Inc.  
130 S. Clow International Pkwy, Suite B  
Bolingbrook, IL 60490

*Continue from page 10:*

*I'm a product of Civil Air Patrol and see that as a program that TAI needs more involvement with at the chapter level. We already work with the EAA in the Young Eagles Program and should continue that association. My thrust is something that no one is doing and that is Science, Technology, Engineering and Mathematics (STEM) focused. Every youth whether they can fly or not has the need for the core knowledge base that comes from STEM. Too many of our youth deselect from these topics early in their educational effort often closing the door to many lucrative career opportunities. By doing this TAI can have an impact that will directly benefit youth and indirectly our nation.*

We have a number of problems that I need to bring to your attention. The first one deals with our relationship or the lack of one with the Red Tail Project. They are the members of the Commemorative Air Force who have restored and are flying a P-51 painted in Tuskegee Airmen colors at Air Shows. They have a very aggressive solicitation campaign that involves direct mailings and the internet. Unfortunately many individuals who receive these solicitations believe they are from Tuskegee Airmen, Inc. and that they are supporting us by contributing to the Red Tail Project. This has

been verified by the phone calls that come into the nation office weekly from individuals who were solicited by and or contributed to the Red Tail Project. The callers are usually asking to be removed from the Red Tail Project mailing list or complaining about not receiving the Project about the need to define our relationship and the need for them to place the following disclaimer on all their solicitations:

*The Red Tail Project is part of the Commemorative Air Force (CAF); we are not part of Tuskegee Airmen, Inc. (TAI). All funds donated to the Red Tail Project are retained by the Red Tail Project for our programs. While our efforts are in support of preserving the heritage and legacy of the Tuskegee Airmen we provide no financial support to Tuskegee Airmen, Inc. Any original Tuskegee Airmen, surviving family members of deceased Tuskegee Airmen or members of Tuskegee Airmen, Inc. who appear in our videos, literature or solicitations do so as compensated or uncompensated individuals and not as members of Tuskegee Airmen, Inc. and should not be considered to be an endorsement by Tuskegee Airmen, Inc.*

Pending the outcome of our discussions with the Red Tail Project I must direct that all chapters cease conducting any activities with the Red Tail project. Direct any inquiries that you or your chapter receives to your Region President who will forward them to me. We hope to define a relationship with the Red Tail Project that is mutually beneficial to both organizations and clearly understood by the public.

The next problem that I need to bring to your attention is our youth programs. One of our missions is to be involved with youth in a variety of ways through programs at the chapter, region and national level. In the last few years we have seen an uneven effort in that some chapters are in a reactive mode while others have a proactive program for aggressive engagement of youth. We need to all be proactively looking for opportunities for youth engagement and have developed plans for annual youth activities. These activities shouldn't be flight focused but should include all aspects of aviation, aerospace and transportation. We need to assure we are inclusive in our programs and give academics that are related to Science, Technology, Engineering and Mathematics (STEM) emphasis. If your chapter doesn't have a plan for annual youth engagement one needs to be developed that includes insurance coverage and background checks on individuals in direct contact with youth. Last year I sent out a Youth Program Survey for each chapter to complete, as of this letter many chapters still have not completed the survey and returned it. The purpose of the survey was to baseline where we were as an organization with our youth programs and activities. Without that information it's impossible to formulate good plans for future. Youth programs need volunteers to participate in them, which leads me to the next problem area.

For the last couple of years we've seen a steady slide in the total number of members of TAI. This problem has been complicated by a number of chapters being late or not filing their Form 2's by the January due day. As I said in a previous letter membership affects TAI in a number of ways; it brings in dues which impacts revenue, it gives us people power which is important in execution of our programs as well as bringing new ideas to the organization, and over time these new members will become candidates to fill appointed and elected positions in TAI.

Within TAI we have individuals who have a wealth of talent in areas that could be beneficial to the organization. Without self-disclosure of these talents we have no way of knowing about them. To have effective programs as we move forward we need to draw on every one of our members. We will have a number of opportunities in the near future that your Region Presidents will be asking for volunteers who have not only an interest but a skill set that is important to accomplishment of the task. If you have the skills, the time and the interest in one of these opportunities please respond to your Region President when they request volunteers.

I look forward to seeing many of you at the convention. The planning team has setup a schedule of activities that should make this convention a unique experience. In 2012 our convention will be in Las Vegas, the board at our January Face to Face meeting voted to join the other International Black Aerospace Council (IBAC) organizations at the Las Vegas Hilton. At our convention this year you will be asked to vote for TAI to join the other IBAC member organizations in co-conventions in 2012. The will be accomplished utilizing a similar format and Memorandum of Understanding that was used in 2006 in Phoenix at the JW Marriott. Under a co-convention each of the organizations in attendance has their own meetings/events but agree to join together for events like a Welcome Reception, Youth Luncheon, Recognition Reception, Banquet etc.; it also involves sharing a common exhibit area. We are asking you to support these co-conventions which allow us to do our TAI business, share meals with the other black aviation organizations, and have the synergy of numbers which gets all of us better pricing at the hotel. In the tight economic times we are in, the co-convention concept also is very appealing to sponsors and vendors who are able to more effectively utilize their dollars and are not forced to choose who to support. In 2006 the co-conventions were the largest gathering ever held of black aviation enthusiasts and supporters, we hope to exceed that in 2012 with your support.

Sincerely,  
Leon A. Johnson  
National President  
Tuskegee Airmen, Inc.

This letter was copied and paste from it's original content in order to fit within the "Flight Plan."



The Bessie Coleman Aerospace Legacy, Inc (BCAL) (formerly the Bessie Coleman Foundation (BCF)) understands that humans with power write history. That is why we present the Fly-Sister-Fly Empowerment Breakfast

to ensure that women of color are empowered and that their aeronautical successes are shared, documented, archived and honored.

On Wednesday, August 3, 2011, BCAL will celebrate 90 years of Queen Bess' legacy by recognizing our "Sisters of Distinction" during the Sixth Annual Fly-Sister-Fly Empowerment Breakfast at the Louisville, Kentucky Marriott Downtown.

If you would like to nominate an outstanding sister, please complete the attached nomination form and forward with explanation, nominee's bio or resume and digital picture to [FlySister-Fly@WeAreTheLegacy.com](mailto:FlySister-Fly@WeAreTheLegacy.com). Nomination must be received by June 10, 2011.

It looks like a good day to fly!

Thelma L. Rudd, BCAL President  
901-219-7544  
[www.WeAreTheLegacy.com](http://www.WeAreTheLegacy.com)

**GO TEAM BESSIE!**

Please remember to support Joyce Parker and Athina Holmes as they make history as "Team Bessie" (June 21-24) in the Air Race Classic!

See attached link <http://www.teambessie.com/>



*Pilot  
Joyce Parker  
Topeka, KS*



*Co-Pilot  
Athina Holmes  
West Palm Beach, FL*

**Tuskegee Airmen, Inc.**  
**P.O. Box 19063**  
**Chicago, IL 60619-0063**