



# ALLIES

Newsletter for Members and Friends of the Military Historical Society of Minnesota

ALLIES

WINTER, 2008

## Special Points of Interest:

- *Museum accomplishments and statistics for 2007*
- *“Camp Ripley: 1930-1960” book now available*
- *Feature Article, “Minneapolis and the Doolittle Raids” by Jim Johns*

A Doolittle Raider takes off on 18 April 1942

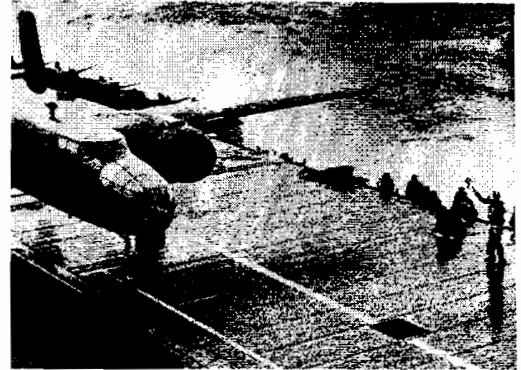
## Minneapolis and the Doolittle Raids

by Jim Johns

After the successful Japanese attack at Pearl Harbor on December 7, 1941, the United States and its allies suffered a succession of defeats in the Pacific. Within a matter of months, Hong Kong, Malaya, Singapore, the Dutch East Indies, Guam, Wake, and finally the Philippines fell to Japan’s powerful military offensive. Not long after Pearl Harbor, FDR stated in a meeting of his War Cabinet that we needed to hit back at Japan soon or Americans would not only lose confidence in its army and navy, but in his administration, as well.

A staff member of Admiral Ernest King, who commanded the Atlantic Fleet, offered a daring suggestion: since it was assumed that any attack against Japan would initially come by way of China, and since Japan occupied most of China’s coastland, perhaps we could attack from the other direction by launching medium bombers from an aircraft carrier. Only the Army’s B-25 “Mitchell” was capable of such a take-off, but it was not built to land back on a carrier. The B-25 had a range of about 400 miles. To get within that range, drop its bombs, and continue on would mean flying an additional 1000 miles or more to get to friendly territory inside China. Was it feasible? Exactly how far could a modified B-25 fly?

The project on the Army side was turned over to LTC Jimmie Doolittle. He posed the question to the Army Air Force procurement and design people at Wright Field, Dayton, Ohio.



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## ALLIES

### Minneapolis and the Doolittle Raids (Cont.)

Their report was sobering. To fly 1000 miles beyond the target would require installation of an extra fuel tank in the top of the bomb bay. A third, rubber tank could also be squeezed into the tail section, in place of the bottom turret. Altogether it would add about 450 gallons of fuel, but also 3,000 pounds in weight. With full tanks, bombs, and a crew of five, the plane would gross out at 31,000 pounds—2,000 pounds beyond the B-25's design limits. Moreover, the extra handles, pumps, valves, hoses, fuel lines and stand pipes would be a plumber's nightmare. Doolittle inquired, "Who can we get to do the work?" The answer: "Mid-Continent in Minneapolis is waiting for your call." Jimmie was told that Mid-Continent Airlines had a first-rate workforce. It was the only airline in the country that did not allow an apprentice to touch one of its planes. You had to be a licensed journeyman mechanic to work on a Mid-Continent plane, which would minimize screw-ups. Second, a bunch of brand new medium bombers parked around an airline hangar would raise eyebrows, but Minneapolis was off the beaten path of air commerce and would attract less attention. And finally, Mid-Continent had just built a huge new hangar in Minneapolis capable of housing the project. Doolittle agreed.

On 2 February 1942, Mid-Continent received official notification that it would be given the contract to modify 18 B-25 aircraft with long range tanks. The work had to be completed within a month. A tall order! Two days later the number of aircraft was increased to 24, providing a few spares. Mid-Continent immediately scoured its rosters for 40 of its best mechanics, engineers, and draftsmen, who would serve as shift chiefs for round-the-clock work.

Meanwhile, the 17<sup>th</sup> Bombardment Group at Pendleton, Oregon, was assigned to furnish volunteer crews from its four B-25 squadrons. The men were told only that it would be a dangerous mission that would take them out of the country for about three months. Those selected were to fly to Eglin Field in Florida for special training, but first they had to take their B-25s to Minneapolis where auxiliary tanks would be installed. Most of the crews opted to stay at the old Dykman Hotel in downtown Minneapolis. During their time off they roamed Hennepin, Nicollet, and Marquette Avenues, speculating on what they had volunteered for.

To minimize curiosity, the pilots could not park their aircraft at Mid-Continent. Instead they used the Naval Air Station adjacent to Wold-Chamberlain Field (now Minneapolis-Saint Paul International Airport). Only those being pulled in or out of the M-C hangar could be there. Mid-Continent found that by nosing in one aircraft, and tailing another along side, they could turn out 1 ¾ aircraft per 24 hours. Barring the unforeseen, they could complete all 24 planes in about two weeks. The project was considered top secret. Security was tight. Neither the control tower chief nor airport manager were allowed near the M-C hangar.

The Minneapolis-based McQuay Radiator Company on West Broadway, which had specialized in the manufacture of automobile radiators, built the bomb bay fuel tanks and the modified bomb shackles. The United States Rubber Company of Indiana furnished the rubber tanks for the tail section.

When completed, each aircraft was capable of carrying 1141 gallons of 120 octane fuel. Under normal conditions, B-25 pilots were expected to get aloft in 1500 feet at 90 mph. But with the added weight, they figured they would need a full mile to reach take-off speed. A big surprise awaited them when they reported to a remote strip at Eglin Field. There they learned that they would be expected to get all 31,000 pounds into the air in 500 feet at 50 mph! Training was intense; two aircraft were wrecked. Navigators brushed up on celestial navigation. The gunners wrestled with the top gun turrets, which didn't function properly because they were

## Minneapolis and the Doolittle Raids (Cont.)

new and the bugs had never been worked out.

Upon completion of training, they flew to Alameda Naval Air Station near San Francisco where 16 of the remaining 22 aircraft were hoisted onto the carrier *USS Hornet*. With Doolittle in command, 70 officers and 64 enlisted men reported aboard. *Hornet* and an escort task force left port on 2 April under sealed orders. That afternoon, Captain Marc Mitscher informed his men for the first time of their mission: a bombing raid on Japan. At this point, the airplanes started behaving badly. There were generator failures. Spark plugs fouled. There were hydraulic leaks and fuel leaks not only in the auxiliary tanks, but in the main ones. The tail guns were pulled out to save weight, with painted broomsticks installed to ward off attackers. The hefty Norden Bombsight was removed and replaced with a simpler, homemade sight that would suffice for a low altitude mission. Two white lines were painted down the deck. If the pilot kept the nose wheel on the correct line, his right wing should clear the carrier island by almost six feet.

The original plan, with *USS Enterprise* furnishing cover, called for *Hornet* to get within 400 miles of Japan where, on the evening of 19 April, the aircraft would launch and hit five pre-assigned military targets, most in and around Tokyo, at night. They would then fly across Japan, over the East China Sea, and land in Chuchow, China, a distance of roughly 1200 miles. At Chuchow they would refuel and continue on to Chungking.

But at 0600 18 April, a full day and a half before the planned take-off, they were sighted by a Japanese patrol boat—650 miles from Japan. They sunk the patrol boat, but were certain there had been enough time to send warning of the Americans' presence. They had to go now or scrub the mission.

To launch now meant that some aircraft would not reach Chuchow because there would not be enough fuel. And they would be flying over the entire width of Japan in broad daylight with tail guns removed and the top turret inoperative. To cap things off, heavy seas were pitching the deck violently.

Doolittle decided to go. All aircraft hastily received ten 5-gallon cans of gas, which between two engines might give them another 15 minutes of flight.

At exactly 0820, with 467 feet from the nose wheel to the drop-off at the end of the deck, Doolittle lifted the lead plane into the air and headed for Japan. He had proven to those behind him that at 31,000 pounds it could be done. All aircraft made successful take-offs and all hit their pre-assigned targets in Japan. Most surprising, they all made it across the Japanese mainland -- with no tail guns and top gun turrets that still refused to function.

As they crossed the East China Sea that evening, their fuel began to run low and the weather started to close in. In places, visibility was "zero-zero." Most pilots didn't dare climb out of it because it would use extra gas and they didn't know how high the clouds were. They just kept blindly flying in the general direction until they ran out of fuel. To make things worse, Chuchow had not been alerted that they were coming a day early, so the homing beacon was never turned on.

One by one the crews bailed out before crashing on the coast or ditching in the water. Some made it a little further inland. The only aircraft to survive intact was one that headed for Russia, where it and the crew were initially interned. Of the 80 airmen, three were killed in bail-outs or ditching. Eight were captured. Three of those were executed, one died of malnutrition and the remaining four spent 40 months as POWs. **(Cont. on Page 8)**

**ALLIES****Contributions Honor Roll**  
**October - December, 2007****Renewing Members:**

Gerald Becker  
 Jay J. Benedict  
 Bernard J. Cahill  
 Patrick Chandler  
 John Cox  
 Marvin Hey  
 Richard D. Kaasa  
 Edward F. Komac  
 Orland Kreitlow  
 Jim Kuhn  
 Stuart A. Lindman  
 George R. Martin  
 Allan R. Meixner  
 Donald F. Mendenhall  
 Ron Miller  
 William D. Morgan  
 James Nygaard  
 Glenn Nyquist  
 James O'Brien  
 Charles Pautler  
 David R. Peterson  
 Paul G. Rehkamp  
 Darol Studer  
 Marvin L. Tenhoff  
 Theodore W. Thorson  
 Clement F. Wall  
 James Weber  
 Roger S. Williams

**New Members:**

Henry T. Capiz  
 Joe Clements  
 Kenneth V. Deans  
 Wayne & Susan Shelton

**American Legion:**

Post 255, Brainerd  
 Post 57, Chaska  
 Post 15, Detroit Lakes  
 Post 15 Aux., Detroit Lks.  
 Post 424, Inver Grv. Hgts.  
 Post 443, Ironton  
 Post 443 Aux., Ironton  
 Post 130 Aux., Jackson  
 Post 261, Kimball  
 Post 586, Lonsdale  
 Post 253 Aux., Lowry  
 Post 211, Moorhead  
 Post 537, New London  
 Post 395, Onamia  
 Post 77, Owatonna  
 Post 435, Richfield  
 Post 92, Rochester  
 Post 542, Roseville  
 Post 33 Aux., St. James  
 Post 545, Spicer

**VFW:**

Post 494, Crystal  
 Post 1676 Aux., Detroit  
 Lakes  
 Post 363, Fridley  
 Post 425, Hopkins  
 Post 1140 Aux., Long Prairie  
 Post 4393 Aux., Northfield  
 Post 955, Onamia  
 Post 5252 Aux., Pelican  
 Rapids  
 Post 6992, Sauk Rapids  
 Post 4582, Starbuck

**Membership Application for the**  
**Minnesota Military Museum**

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_

**Membership Categories:****Individual**

\_\_\_ Regular - \$25/yr

\_\_\_ Sustaining - \$50/yr

\_\_\_ Life - \$350+

**Organization**

\_\_\_ Regular - \$500

\_\_\_ Sustaining - \$1,000

**Corporate**

\_\_\_ Regular \$1,000

\_\_\_ Sustaining \$3,000

Enclosed is my tax-deductible check for \$ \_\_\_\_\_ payable to the Minnesota Military Museum, 15000 Hwy. 115, Camp Ripley, Little Falls MN 56345. Phone: 320-632-7374.

**The Curator's Corner**

By Doug Bekke

A few months ago I was asked why I was procuring modern military items for the museum's collection. Aren't they just common surplus items and thus not of much interest or value to the collection? At the moment this is often true. People leave the military and throw out their old uniforms or use them for work, hunting, or camping clothes. Surplus stores are full of field equipment, usually at low cost. But today's junk becomes tomorrow's treasures. The most commonly used items from the Civil War today are among the hardest to find because they were once taken for granted; they had a utilitarian value and were worn out or tossed out.

Currently the museum's huge collection of uniforms does not contain a single jungle uniform documented to have been actually worn by a Minnesotan in Vietnam. In the past few years we were very lucky to receive donations of tiger stripe and leaf pattern camouflage uniforms worn by Minnesotans, but not a single example of the standard uniform issued to every soldier. The uniforms were not valued in the '60s and '70s and now they are extremely hard to find in good condition with all of the original insignia. (Continued on Page 5)

## **The Curator's Corner (Continued)**

After Desert Storm, the museum received two desert camouflage uniforms actually worn in a combat zone during the 1990-91 Gulf War. A few years ago another such uniform was donated. So now we have three uniforms representing... how many Minnesotans who served there at that time?

I have made a strong effort to obtain the uniforms of Minnesotans who have served in the current conflicts. In all cases I have tried to obtain supporting photographs and documents so that these artifacts tell the stories of the people who used them. So far, the museum has received four of the tan desert camouflage uniforms (DCU) and two of the gray/green army camouflage uniforms (ACU). We continue to seek more of these uniforms and items of equipment, with supporting documentation, so that in 50 or 100 years we won't need to look back with regret and wish we had done a better job of preserving these representations of the state's military history while they were still commonly available. That is, after all, our museum's mission.

### **Artifact Donation Honor Roll** **October - December, 2007**

The museum gratefully acknowledges donations of artifacts from the following:

Advanced Guard Militaria  
Gordon Bennett  
Michael Doucette  
Kitty Ebner  
Fred Flodin  
Mary Holker  
Jim Johns  
David Munson  
Edwin Nakasone  
Phyllis Rehn  
Harold Sand  
Robert Schwier  
Ted Storck

### **Memorials** **October - December, 2007**

**Given by:**

Lyle and Dorothy Doerr  
Dave and Pam Hanson  
Dale W. Smith  
Betty Masoner

**In Memory of:**

Anders P. Hansen  
Adam Ostapenko  
Harold Kielblock  
Donald Notch



## **Artifact Donations**

**Oct, 2007 - Dec, 2007**

**Uniforms:**

Jacket, AG344 (3)  
Trousers, AG344 (7)  
Shirt (4)  
Hat, USN utility  
Jacket, USN utility  
Flight suit, USN khaki  
Flight jacket, USN  
Flight trousers, USN  
Cover, cap green  
Cover, cap white (3)  
Cap, overseas (2)  
Gloves, white

**Miscellaneous:**

Books  
Photos  
Patches, shoulder  
Medals  
Bracelet, ID  
Ribbons  
Insignia  
Mannequin  
Buttons, US Army raincoat  
GI sewing kit  
Sweetheart pillow  
Cap button, German SS  
Button, RAF  
Button, French Foreign Legion  
ID card  
Papers  
Veterans histories  
Armband, flight safety  
Bicycle (used in Iraq)  
Pilot wings  
Notebooks  
Sketchbook  
Certificates  
Japanese military box

**Equipment:**

Bag, parachute  
Oxygen mask

<b>ALLIES</b>
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## Life and Patron Membership Roll 2007

**Individual Life Members:**

John D. Abrahamson  
 Frank Adamich  
 John F. Adams  
 Jerald N. Albrecht  
 Arnold C. Anderson  
 Donald N. Anderson  
 Eugene R. Andreotti  
 Philip S. Andrews  
 Thomas G. Armstrong  
 Robert B. Ballou  
 Harvey Bekke  
 Helen Bekke  
 Paul & Marilyn Bender  
 James G. Bennett  
 Steve W. Beranek  
 Bill and Rita Blaine  
 Robert L. Blevins  
 Calvin B. Blomquist  
 Patrick S. Boab  
 Scott W. Boris  
 Robert L. Boone  
 Harold D. Bruns  
 James Buxton  
 David J. Byron  
 Hale D. Carr  
 W. H. Cheeseman  
 Tom Chial  
 Virgil Chirhart  
 Edward L. Ciminski  
 Gage N. Colby  
 Keith W. Davidson  
 Roger D. Delgehausen  
 Kenneth B. Digre  
 Lyle C. Doerr  
 Jeanne T. Doheny  
 Terry J. Dorenbush  
 Raphael G. Eckman  
 Benita Egan  
 Felix & Ginie Elicerio  
 Jack D. Elmquist  
 Carl & Eunice Erickson  
 Rick Erlandson  
 Janese Evans  
 Charles W. Extrand  
 Norma J. Extrand  
 John F. Falconer  
 Michael R. Farris  
 Jerome O. Faust  
 Marvin R. Fellman  
 Leonard T. Fielding  
 James B. Fleming  
 James S. Gabriel  
 Winnifred Galbraith  
 Dirk L. Gasterland  
 John R. Gazelka  
 Donald C. Grant  
 Charles E. Gusek  
 Edward R. Gusek  
 Walter T. Gusek  
 Julian Halvorson  
 Harold Hammerbeck  
 John Handeland  
 Rodney Hannula  
 David L. Hanson

**Individual Life Members:**

Pamela Hanson  
 Wayne Hassell  
 Richard & Betty Hayes  
 Wayne & Joanne Hayes  
 Ray T. Hermanson  
 Gary Hill  
 Edward & Audrey Hoeller  
 John & Audrey Hohncke  
 Joseph L. Horacek  
 Patricia Miller Horner  
 Todd Horness  
 Clayton Hovda  
 James A. Hovda  
 Paul Howard  
 Mike Huddleston  
 Robert G. Hystad  
 Lloyd J. Jackson  
 James & Dorothea Johns  
 James Johnson  
 Jack and Judy Johnson  
 Kenneth C. Johnson  
 O. Guy Johnson  
 Timothy Kennedy  
 Neal Keppers  
 Edward R. Kiefer  
 Lawrence & Jan Kiefer  
 Gary Koch  
 Axel Kornfuehrer  
 O. K. Korth, Jr.  
 William G. Kreger  
 Stu Kunde  
 Robert R. Kundel  
 David W. Larson  
 Kevin Larson  
 Lance Larson  
 Gary LeBlanc  
 Robert E. Leighton  
 Carl & Bonnie Lidberg  
 James C. LoPesio  
 Duane G. Lorsung  
 Arthur A. Ludwig  
 David Lueck  
 James W. Lund  
 Gerald E. Lundberg  
 Mercedes V. Lundberg  
 William S. Lundberg, Jr.  
 Raymond H. Lunde  
 Richard F. Mallan  
 E. L. Masoner  
 Bill Mattson  
 Paul A. Melchert  
 Bernie Melter  
 Paul V. Meyer  
 Gerald A. Miller  
 Richard J. Miller  
 Susan K. Miller  
 Tom and Jean Miller  
 Stewart C. Mills Family  
 Ray Monjeau  
 Mark Naumann  
 Thomas E. Nesbitt  
 Mark A. Muesing  
 Richard C. Nash  
 Ken Neihart  
 Kelly J. Nelson

**Individual Life Members:**

David G. Newhall  
 John B. O'Leary  
 Valentine O'Malley  
 John L. O'Neill, Jr.  
 Kelly J. Nelson  
 Gustav R. Oberg  
 Daniel Ojeda, Jr.  
 Glenn S. Oliver  
 Ferdinand Peters  
 LeRoy P. Poganski  
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 Tom Rohland  
 Robert G. Rupp  
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 John J. Salchert  
 Sidney K. Schmuckler  
 Cristen Schnabel  
 Eugene R. J. Schnabel  
 Jen Schnabel  
 Roman Schroeder  
 Chester J. Schultz  
 Kenneth L. Schumann  
 John M. Schuster  
 DeWayne Schwanke  
 James L. Sieberlich  
 William J. Senn  
 Larry Shellito  
 James Sieben  
 Kenneth Simurdiak  
 Kenneth J. Slipka  
 Dale W. Smith  
 Harry R. Smith  
 Leland P. Smith  
 Robert A. Stangl  
 James Starr  
 Ken Streiff  
 Jacob J. Strouse  
 Dale J. Thompson  
 Edmund C. Tiemann  
 Jon L. Trost  
 Wm. & Helen Vadnais  
 Edward Waldon  
 John W. Vessey, Jr.  
 Francis J. Vojta  
 James Volstad  
 Robert G. Walker  
 Clinton W. Weber  
 Allen J. Welters  
 LeRoy W. Wentland  
 Robert J. Wienhold  
 Mark Wiens  
 Thomas D. Wilharber  
 Dale Wippler  
 Kenneth O. Wofford  
 Roger L. Woods  
 James H. Youngquist  
 Ken Zieska

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 Post 102, Anoka  
 Post 1776, Apple Valley  
 Post 550, Bloomington

**American Legion Patron Members:**

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 Post 255, Brainerd  
 Post 600, Champlin  
 Post 323, Clearwater  
 Post 334, Coon Rapids  
 Post 334 Aux, Coon Rapids  
 Post 20, Crookston  
 Post 474, Crystal  
 Post 177, Dawson  
 Post 15, Detroit Lakes  
 Post 617, Eagle Lake  
 Post 157, East Grand Forks  
 Post 381, Eden Valley  
 Post 303, Fridley  
 Post 523, Golden Valley  
 Post 478, Hardwick  
 Post 424, Inv. Grv. Hgts.  
 Post 443, Ironton  
 Post 11, Mankato  
 Post 131, Maple Lake  
 Post 101, Melrose  
 Post 359, Milan  
 Post 59, Montevideo  
 Post 627, Nisswa  
 Post 395, Onamia  
 Post 172, Osseo  
 Post 49, Pequot Lakes  
 Post 613, Pine River  
 Post 216, Princeton  
 Post 435, Richfield  
 Post 292, Richmond  
 Voiture #327, Rochester  
 Post 251, Robbinsdale  
 Post 542, Roseville  
 Post 2, Shakopee  
 Post 190, St. Charles  
 Post 98, St. Paul Park  
 Post 37, St. Peter  
 Post 117, Thf. River Fls.  
 Post 239, Virginia  
 Post 150, Waconia  
 Post 428, Waite Park  
 Post 428 Aux., Waite Pk.  
 Post 71, West Duluth  
 Post 168, Wht. Bear Lk.  
 Post 560, Zimmerman

**VFW Patron Members:**

Post 936, Alexandria  
 Post 1647 Aux., Baxter  
 Post 1403, Benson  
 Post 6316, Blaine  
 Post 1647, Brainerd  
 Post 1647 Aux., Brainerd  
 Post 3915, Brooklyn Park  
 Post 494, Crystal  
 Post 1676, Detroit Lks.  
 Post 1816, Garrison  
 Post 1210, Hastings  
 Post 425, Hopkins  
 Post 3839, Jenkins  
 Post 8729, Lake City  
 Post 6583 Aux., Lino Lakes  
 Post 7050, Melrose  
 Post 1223 Aux, Moorhead

## Life and Patron Membership Roll 2007 (Cont.)

### VFW Patron Members:

Post 8731, Monticello  
Post 7902, Osakis  
Post 3723, Owatonna  
Post 1215, Rochester  
Post 7555, Roseville  
Post 6845, St. Paul  
Post 8261, Sherburn  
Post 6204, Silver Bay  
Post 4582, Starbuck  
Post 323, Stillwater  
Post 5462, Waconia  
Post 3922, Wadena  
Post 1642, Waseca  
Post 1639, Willmar

### Group and Patron Members

125<sup>th</sup> Field Artillery Assn.  
151<sup>st</sup> Field Artillery Assn.  
187<sup>th</sup> Regt. Combat Team  
215<sup>th</sup> Coast Artillery Assn.  
47<sup>th</sup> ID JAG  
Alliant Techsystems, Inc.

### Group and Patron Members

Am.Nat'l Bank, Little Falls  
Blaine Jaycees  
Brainerd Lions Club  
Commander's Task Force, State of MN  
Coulee State Bank  
EaglesAerie #287, Brainerd  
Fraternal Order of Eagles, Elk River  
Ft. Snelling Flower & Garden Club  
Garrison Lions Club  
Grand Casino Mille Lacs  
Jewish War Veterans Fdn.  
Last Man Club  
Mille Lacs Band AmVets  
Minnesota NG Assn.  
Starbuck Jaycees  
U.S. West Communications  
United Defense, L. P.

## **Increase Your Giving Through Matching Gifts**

For years, one of our long-time members has doubled the value of his financial contribution to the Military Historical Society of Minnesota, 501(c)(3) organization, because he works for a company that matches his charitable contributions. Many employers sponsor corporate matching gift programs and will match charitable contributions that their employees make. Your gift may double or even triple. Some companies also match gifts made by retirees and/or spouses. Increase your giving power! Contact your company's human resources department to see if they have a matching gift program.

## **Museum Highlights and Summary for 2007**

Visitor Count	January – April	1,095
	May – September	17,580
	October – December	<u>950</u>
		19,655 (record high)
Tour Groups	Military-related	20
	Youth groups	10
	School groups	15
	Misc.	<u>23</u>
		68
Volunteer Hours	2,762 hours by 41 individuals	
Gross sales in the Sutler Museum Store	\$54,264 (record high)	
Sutler store profit for 2007	\$30,660 (record high)	
Highest single day gross sales in the store	\$14,881 (record high)	

### Museum Operations

- Board adopted new Action Plan 2007-2010
- Expanded hours – now open daily May thru September
- Video surveillance system installed
- Remodeled office area
- New office copier and other office equipment
- New picnic tables, benches, grill and flag poles  
New entrance sign and banners

### Exhibits and Collections

- New special exhibit opened on the 34<sup>th</sup> Red Bull Infantry Division – WWI to the present
- Two new helicopter exhibits – Huey UH 1A and Hiller OH-23
- New Cobra Trainer/photo opportunity
- New outdoor plaque honoring Minnesota's Medal of Honor recipients

### **Minnesota Military Museum's Mission Statement:**

The Minnesota Military Museum exists to serve the general public as well as military personnel. It provides education and training, enhances public understanding of how armed conflicts and military institutions have shaped our state and national experience, and functions as a major repository in Minnesota for historical military artifacts and records. In particular, the Museum seeks to document, preserve and depict the stories and contributions of Minnesotans who served in all branches of service or on the homefront--in time of peace and war--from Minnesota's early frontier years to the present.

## Minneapolis and the Doolittle Raids (Cont.)

That mission has gone down in aviation legend and the "Tokyo Raiders" have one of the most celebrated WWII reunions. For their second reunion, they returned to the Dykman Hotel and once again wandered the streets of downtown Minneapolis, recalling their first trip when they wondered what lay ahead. That reunion even included a trip to the Mid-Continent hangar where it all started.

Today, as time takes its toll, there are only 12 survivors.

The Doolittle Raid was one of the monumental events of the war. Although it achieved little militarily, American morale shot up like a lightning bolt. We had paid Japan back for Pearl Harbor and hit five cities at once in a surprise attack. But in Japan, the war lords were embarrassed. As a result, Japan resolved to extend its control of the Pacific as far away as Midway Island to make sure that such an attack would not happen again. It was their attempt to take Midway that caused them to lose four of the six carriers they had employed at Pearl Harbor, setting off their slow, bloody retreat back to Japan and their eventual surrender in August 1945.

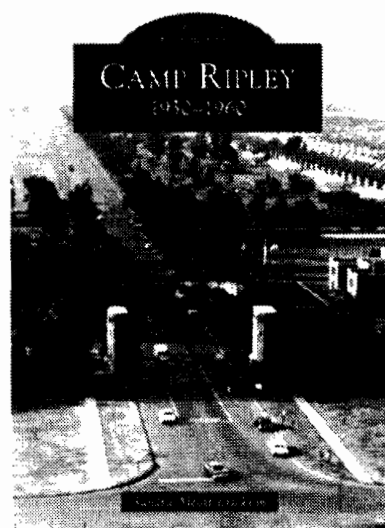
*Allies* is published for the friends of the Military Historical Society of Minnesota.

COL (Ret.) Raymond H. Lunde, **Pres.**  
 COL (Ret.) David L. Hanson, **Exec Dir.**  
 MAJ (Ret.) Doug Bekke, **Curator**  
 SSG (Ret.) Leland P. Smith, **Archivist**  
 Sandy Erickson, **Administrator**

The **Military Historical Society of Minnesota** is a nonprofit 501(c)(3) organization, registered with the Federal and State Governments. Donations are Tax Deductible.

### Museum Contact Information:

**Fax:** 320-632-7374  
**E-mail:** [mnmuseum@brainerd.net](mailto:mnmuseum@brainerd.net)  
**Telephone:** 320-632-7374  
**DSN:** 871-7374



The first book on the history of Camp Ripley is now available through the Minnesota Military Museum gift shop. "Camp Ripley: 1930-1960" is a pictorial history book covering the first 30 years of Camp Ripley's history. Part of Arcadia Publishing's "Images of America" book series, this 127 page book includes over 200 historic photos of Camp Ripley with detailed captions.

The book is available at the museum for \$19.95 + tax. To order by mail, please send a check made payable to the Minnesota Military Museum for \$23.25 (which includes tax and shipping) to the address below. Credit card orders can also be processed by calling by the museum at 320-632-7374.

**Military Historical Society of Minnesota**  
 c/o Minnesota Military Museum  
 Camp Ripley, 15000 Hwy. 115  
 Little Falls MN 56345-4173

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