



# Charlie's CHRONICLE

## DOOLITTLE RAIDER VIVIDLY REMEMBERS STORMY FLIGHT

**T**he note the navigator passed to Jimmy Doolittle and his co-pilot Dick Cole stated they would fall 188 nautical miles short of reaching their target in Japan, leaving everyone on board praying for tailwinds and checking their parachutes. Cole said it was one of the scariest moments of his life: a top-secret, high-risk, one-way mission to bomb selected targets in Japan as the first U.S. air strike of World War II—a mission gone awry because their fleet had been spotted by a Japanese civilian.

Richard "Dick" Cole had always dreamed of flying. Little did he know he would end up flying right seat in the lead plane of the 1942 Doolittle Raid.

pilot. The Army Air Corps responded first, and Cole began his career as a professional pilot.

In July 1941, he received his Second Lieutenant's commission and was assigned to the 34th Bombardment Squadron, 17th Bombardment Group stationed at Pendleton, Ore., flying B-25s as a co-pilot. Less than a year later, Cole ended up being the co-pilot of his childhood hero,



Lt. Col. Richard "Dick" Cole (USAF Ret.)

“ Cole’s aviation career began in the 1920s with a rubber band-powered model aircraft in his hometown of Dayton, Ohio. ”

Cole’s aviation career began in the 1920s with a rubber band-powered model aircraft in his hometown of Dayton, Ohio. The winds that enabled the Wright brothers to fly were too hard on the little balsa wood and paper planes, Cole said, so the president of National Cash Register allowed the Airplane Model League of America members to fly their crafts in the company auditorium on weekends. The rest of Cole’s spare time was spent on the banks of the Miami River watching test flights at the Army Air Corps’ McCook Field.

After high school, Cole attended Ohio University, obtained his civilian pilot license and worked as an apprentice machinist for Bill Lear while waiting to hear from either the Army or the Navy regarding his application to be a military

decorated World War I veteran Jimmy Doolittle in a very mysterious hazardous mission.

A total of 80 airmen signed up, knowing nothing about the scope of the mission until they were in the middle of the Pacific Ocean—except that their modified B-25s could now take off from a 500-foot runway with 2000 pounds more than normal gross weight. The operation, later to be known as both the Tokyo Raid and the Doolittle Raid, was designed to attack strategic military and civilian targets in Japan then land in China. The underlying motive was to take the wind out of the Japanese sails and boost morale in the United States.

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## DOOLITTLE RAIDERS (CONT'D)

Because the commanding officer feared that the fleet's security had been compromised, the Raiders took off prematurely causing pilots and navigators alike to thank God for the tail winds that propelled them to shore. Cole said that his ship made it 200 nautical miles further than the navigator thought they would due to the fierce winds.

When Doolittle's crew bailed out of the aircraft after bombing their target, those same winds and the blowing rain prohibited Cole from seeing the ground after his parachute was hung up in a pine tree. He created a makeshift hammock and spent the night in the tree, soaking wet and wondering how his crew—and the others—had fared. When light came up and the rain subsided the next morning, Cole was able to see that he was just 12 feet off the ground and climbed down.

He headed west toward the mountains thinking that the high ground would be the least likely to be enemy territory. Doolittle and the other crewmembers all had the same idea and met up later that day in a friendly Chinese encampment. While all 16 B-25s were lost, the crews of 14 of the aircraft were rescued and returned to the United States or to Allied control. Eleven of the 80 were killed or captured.

While the actual raid didn't go exactly as planned, the airmen's valor and determination did put a dent in the Japanese assurance that they were invulnerable. It also caused the Japanese commanders to cancel plans to attack Australia and India. Cole said that Doolittle expected a court martial upon return to the United States for losing all of the aircraft and was greeted instead with a hero's welcome. Cole continued his military career, testing various aircraft on different air bases Stateside.

The most monumental flight of his 27-year career in the Army Air Corp/Air Force was one in which he was performing a test operation in Tulsa. A young volunteer rode up on her bicycle while he was performing the visual inspection of the plane. She asked if she could ride in the big airplane with the soldiers.




"I told her that we didn't have enough parachutes, so she couldn't go," Cole remembered. "Then I was really surprised when she popped her head into the cockpit at 12,000 feet. We had to abort the mission." After Cole landed the plane, his co-pilot passed the young woman a matchbook and asked her to

write her number in it for him. She obliged and then handed the matchbook to Cole—instead of the co-pilot—with a smile. Cole and the stowaway Martha wed two weeks later and were married 60 years before she died in 2003 of Parkinson's Disease.

At one point Cole had visions and dreams of owning his own plane, but with five children, those dreams were never realized, he said. Cole flew more than 30 different types of military aircraft during his tenure with the Air Force, but he claims he has no favorites—he loved each minute flying.

Presently Cole lives with his youngest son, who is a dealer of exotic leathers and travels much of the time. In his absence, the 93-year-old Cole performs farm chores, taking care of donkeys and chickens and raising the best crop of weeds in Texas, he says. Additionally, he raises funds for aviation scholarships and delivers motivational speeches all over the United States.

The best advice Cole can give the generations that follow him: "Keep your trap shut, get involved in everything that will help you to promote self-learning and meet people, and be an asset to society." 



Lt. Col. Richard "Dick" Cole  
(USAF Ret.)

*R Cole*

More information about the scholarship fund that Cole and the other Raiders fund can be found at [www.doolittleraider.com/scholarship\\_fund.htm](http://www.doolittleraider.com/scholarship_fund.htm)



*Charlie Bravo*  
AVIATION

## FROM THE DESK OF THE PRESIDENT

I sincerely hope that this letter reaches you in good health physically, mentally and financially. It certainly seems like Spring has brought a uptick in both the stock market and the business aircraft market. Since its low on March 9, the S&P 500 has increased by 30 percent. As the aviation resale market seems to follow, we are beginning to see more activity.

The percentage of models for sale has dropped with a number of planes being removed from the market or placed under contract. The decreased supply and a dawning resurgence in demand should begin to pump life back into prices that are unthinkable low.

This is definitely the time to act if you have any plans for purchasing or upgrading an aircraft. While you likely will take a significant hit on your current aviation assets, if you want a larger or more powerful plane, that owner will take a proportionate hit, leaving you with an overall greater asset value than before.

With banks cautiously lending money again, it is more important than ever to make well-researched decisions about your aviation investments. Charlie Bravo is well poised to assist you in every aspect of the plane buying, trading, or selling process. Please contact us to request a brochure that highlights our capabilities—or visit us on the web at [www.wepushtin.com](http://www.wepushtin.com).

This month marks the launch of our new ad campaign, which you can see on the backside of this page. True to our 1940s corporate logo, our marketing team has tried to capture the vintage look of an aviation pin-up girl in a tasteful and visually appealing way. Hopefully it has caught your eye in *Executive Controller* and *World Aircraft Sales* as well.

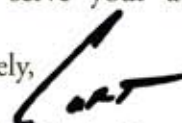
We love meeting people who practice what they preach. That's exactly what Lt. Col. Dick Cole epitomizes. He indicated that people should be an asset to society, and he has spent the better part of a century doing exactly that. It's our company's desire to honor veterans, not just for the sacrifices

that they and their families have made, but also for the positive impact that their ideals, vision, and morals make on our society.

In May, Charlie Bravo Aviation sponsored Hunts for Heroes and Veteran Outdoors, organizations that facilitate exotic hunts for veterans who have been injured as a result of their service. We also donated money to the Doolittle Raider Scholarship Fund. It is our sincere desire to continue to exalt men and women in every walk of life who lead with a servant's heart.

Please let us know how we can best serve your aviation needs.

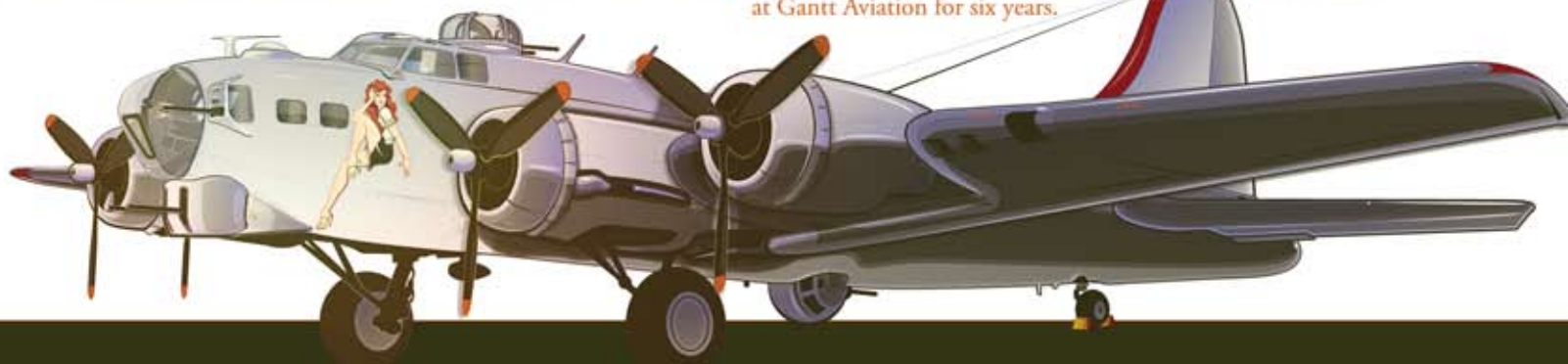
Sincerely,



Curt Banglesdorf  
President



Curt Banglesdorf is the Founder and President of Charlie Bravo Aviation, a broker and dealer of pre-owned jets. Banglesdorf has worked in the aviation industry for more than 15 years. During that time, he has built a reputation for his tenacity and networking and has become known as a leading source for up-to-date information on the private aviation market. Prior to founding Charlie Bravo Aviation in early 2008, Banglesdorf ran the jet division at Gantt Aviation for six years.



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## NEW LISTINGS



- ▶ **2000 LEAR 45**  
45-113, BR Mod, Airshow 400, MSP Gold



- ▶ **2003 CITATION BRAVO**  
550-1070, 1584 TT, Power Advantage



- ▶ **1983 CITATION III**  
650-0013, 9428 TT, APU, MSP Gold, UNS-1L



- ▶ **1995 CITATION JET**  
525-0119, 3491 TT, TAP Elite, Garmin 500



- ▶ **2002 PREMIER I**  
RB-40, Recent HOTS, IFIS 5000, New P&I

## ALSO AVAILABLE

- Q3 2011 Citation CJ4
- Q4 2009 Embraer Phenom 100
- 2005 Citation CJ3
- 1992 Citation VII
- 1984 Citation S/II
- 1982 Challenger 600
- 1982 Citation II
- 1981 Citation II



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