



January 2018

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	WHEN:	WHERE:	PROGRAM:
JANUARY MEETING	THURSDAY the 11th 7 PM	FISHER COMMUNITY CENTER	L3 REBUILD Bruce Gapstur

WHAT'S FLYIN' THIS WAY !!!

Three guesses as to why our president, Paul Adams, will NOT be at our meeting next Thursday and two of 'em don't count. So, VP Chad Nablo will step up to the plate and lead the mice as the cat is away. (Paul may get stuck in a big snow storm up there in Oshkosh...just sayin').

As mentioned in our last newsletter, Bruce Gapstur found some interesting history about his Aeronca O-58B/L-3B. He will bring us more detail on this history and reveal his plans for the future with his 1942 war-bird.

Don't forget we will do our Taco Johns get together at 6 pm before the meeting!



WHAT FLEW BY !!!

Hope everyone had a great holiday!

Our December meeting was opened with Dave McCurry presiding with a few announcements and project reports. After a break for coffee, hot chocolate and Christmas cookies, the official 2017 EAA AirVenture video was shown.

Then, later in the month, on the 23rd, we lost a good pilot friend. Bruce Devick, FOGz member, suffered an airplane crash in Oskaloosa after having a tire fixed at the airport there. He hit a power line and the cause of why is under investigation. Paul Adams has a tribute to Bruce in this newsletter.

Surely everyone knows we are having some record breaking cold and it is easy to get down in the dumps (unless you are one of them guys who goes south for the winter, although Florida is getting snow!) not being able to fly, but we be Iowans and we always have something to do and look forward to. Keep dreaming and building!



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IN MEMORY

We all lost a good friend and someone that added to our life. Bruce Devick was of course a fellow pilot, an avid flyer, an EAA'r, a steadfast member of the FOGz breakfast group, but most of all a good friend. He will be greatly missed.

One thing Bruce left us with was a set of memories. I don't know how many times I witnessed his ordering of tomatoes for breakfast, two slices, and when more than two slices were served, he had that little smirk and talked how he ordered only two slices. He was somewhat of a quiet man, therefore it gave me a chance to pick on him a little. I had fun kibitzing back and forth about his quiet nature and me accusing him of being antisocial. Of course he wasn't; just quiet at times. I will personally miss the black Mercedes pulling up to the hangar, window open, and Bruce asking "what are you up to now?"

As friends and flyers go, he was a good one. We will miss him.



Bruce Devick, 2nd from left, with the FOGz group waiting for his two eggs over easy, two tomato slices, a ham slice, no toast or potatoes, and a large ice tea, no sugar or lemon. Everyone had it memorized.



CALENDAR

Jan 11	7pm	Fisher Community Center	Chapter 675 Meeting	Bruce Gapstur
Feb 8	7pm	Fisher Community Center	Chapter 675 Meeting	Replica Fighters
Mar 8	7pm	Fisher Community Center	Chapter 675 Meeting	1/3 Scale B-17
Apr 7		Possible Field Trip to SAC Museum		
Apr 12	7pm	Fisher Community Center	Chapter 675 Meeting	Joe Latham
Apr 21	7am-11am	Ames Municipal	Flying Cyclones Breakfast	



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Guadalcanal = Coolbaugh

The next person in my five part series of people and pilots that were assigned to the carrier Enterprise that flew from Henderson Field on Guadalcanal after being diverted there after running low on gas during a mission against a Japanese naval fleet is Ensign Walter W. Coolbaugh.

Although not from Iowa, he was from Pennsylvania, his story is worth telling. The nickname given Ensign Coolbaugh, "Wild Man," may have a lot to do with why he made the list of subjects for my series.



Pictured above is "Wild Man" Ensign Coolbaugh. The Japanese had been bombing Henderson Field on Guadalcanal for days.



From the picture above it can be seen that Henderson Field was not large. The men occupying the landing strip lived along side and the eleven men from the carrier Enterprise lived amongst the trees that bordered the runway.



The Japanese aircraft bombing Henderson Field were the Val, the upper picture, and the Betty Bomber, the lower picture. These aircraft attacked the field by day while ships attacked from the sea at night.



The planes from the Enterprise were Devastators as pictured below.

continued on back...

Here is a story about the “Wild Man, Coolbaugh, and his fight against the onslaught from the sea. I restate the story as it was presented in the book.

Guadalcanal was shelled again. This time for two hours by five destroyers and cruisers. After debating on how to attack with their dive bombers through heavy clouds, Coolbaugh the “wild man said: Damn the bastards, I’ll blow them out of the sea. So saying, he climbed for an attack through the clouds. As he came in, he went into an inverted spin, a flyers worst enemy from which few come out alive. Before he knew what was up, his canteen, which was tied to his seat, began hitting him in the face and he realized that he was upside down with his bombs on. Rolling out of that one, he held his bomb as long as he could and released it. And of all the lucky shots made in this war, Coolbaugh’s would be the luckiest. It was a direct hit on a destroyer and blew several holes in his plane because he was so close.

Apparently the Wild Man was more than a little lucky in a couple of ways; first for his accuracy of bombing and second, not blowing himself out of the air! To this I add the “Wow Factor” that I used once before when writing about a WWI pilot, who if I remember right, also had to recover from a spin.

MORNING SUNRISE

Your newsletter editor took this photo on the morning of January 3rd. It would be awesome to watch the sun come up with the dogs in an open cockpit biplane except for three hindering factors...1) The dogs are there because there was lots of moisture in the form of snow in the air. 2) The snow was in the air because of 20+mph winds, and 3) The wind made the temperature feel like -35°. But beautiful anyway.

