



**December 2018**

<b>WHEN:</b>	<b>WHERE:</b>	<b>PROGRAM:</b>
<b>DECEMBER THURSDAY</b>	<b>FISHER</b>	<b>EARLY</b>
<b>MEETING the 13th</b>	<b>COMMUNITY</b>	<b>AVIATION</b>
<b>7:00 PM</b>	<b>CENTER</b>	

## WHAT'S FLYIN' THIS WAY !!!

It has been 115 years since the Wright Brothers flew an airplane under it's own power. We will have a video at our next meeting about Early Aviation to commemorate that event. We will also discuss the tentative itinerary for 2019 that the "Planning Committee" came up with on the 2nd of December. A copy of it is in this newsletter. Last year we had a field trip to the SAC museum that was a lot of fun and so we have some ideas for a field trip this coming year to discuss. We will also get to hear what has happened in the last few weeks involving our members. Note that we are back to the Fisher Community Center. Hope to see you all there!

## WHAT FLEW BY !!!

Our Christmas Dinner Party was nothing less than fantastic! The food from Haley's Deli was excellent and the off-airport hangar flying was great too. Always good to fellowship with other airplane nuts.

On top of all that was finding out that our own Don Feld was a participant in Operation Tailwind during the Viet Nam war. A couple of photos and a synopsis of his talk is inside.

And in Member news, **Les Risius got Inspected!** His Cavalier that is and passed! He will give us all the details at the meeting.



*Chicken, green beans, a very tasty potato salad, rolls, meat and cheese tray, and pumpkin and apple pies for dessert, and enough for seconds if you wanted!!*

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## EAA Chapter 675 2019 Agenda

\* Dec 13 (2018) - Early Days video, discuss 2019 agenda, discuss potential weekend field trip (Fort Dodge museum, Motor Cycle museum, DSM tower tour)

\* Jan 10 (2019) - CAP talk Adam Williams

\* Feb 7 (one week early) - Oshkosh video/pizza night (\$3.00)

\* Mar 14 - Joe Latham Vietnam Pilots Gathering in North Vietnam 2018

\* Apr 11 - Chad Nablo talk about training in the Citation simulator - Alternate if Chad unavailable (Builders Updates (Butcher, Risuis, Miller, Feld, Adams, Richtsmeier, Maury)

May 9 - Pancake night and fun fly

Jun 13 - Pot Luck

July 11 - Ice cream social

Aug 8 - Barbecue and corn roast

Sept 12 - Movie night and popcorn (flight breakfast planning)

Oct 10 - Carol Berg The 99's

Nov 14 - Christmas Party at Grimes Farm

\* Meeting at the Fisher Community Center with premeeting at Taco Johns if not eating during meeting.

## Operation Tailwind Participants gather for Medal of Honor recipient Gary Rose



**Don Feld speaks to Chapter 675 members and friends at the annual Christmas Dinner at the Fisher Community Center**

Sergeant Gary Rose was the medic during the operation and was eventually awarded the Medal of Honor by president Trump in October of 2017 after the details were declassified. There is a lot of information on the web about the operation, but hearing it from our own Don Feld, who helped provide air support with an A1-Skyraider, made the story come alive during our Christmas Party gathering as he told about the bravery of Medic Gary Rose and the other 15 Americans as they took out a major ammunition bunker in Laos. All the American fighters and over half of the 100 or so allied troops were wounded, but only three lost their lives in the intense fighting largely due to medic Gary Rose's efforts and bravery to get all of them out. A very good website about the operation and the Medal of Honor ceremony is here...

<https://www.army.mil/medalofhonor/rose/>

**This photo from Don Feld shows all 16 members of the ground forces, and some of the members, including Don, who gave them support during Operation Tailwind. Medal of Honor recipient, Gary Michael Rose is in the front row, third from left holding his award. Don is in the back row behind the gentleman with the light tan jacket.**



## FOR SALE - Pristine 1946 Cessna 120 1605 total time

Dr. Jim Smith, St. Joseph, MO

816-262-8370

[smithdocjim@gmail.com](mailto:smithdocjim@gmail.com) for more photos

NC77453

S.N. 11897

Continental 85 H.P. ; SMOH - 384; STO H - 47

The aircraft has won numerous trophies including Lady's Choice at the national convention of the 120/140 association. Most recent trophy in September, 2018.

- Complete restoration and electrical system upgrade to all new components completed in 2000
- Cessna 150 exhaust system
- Stitts Polyfiber
- Aerothane paint
- Polished aluminum
- Airtex interior
- Hooker harness
- Whelan wingtip strobes
- Wing tip position lights

- Left wing landing lights
- Original Cessna 120 wheel pants
- Scott 3200 tailwheel
- Venturi driven gyros
- Bracket air filter
- New Concord sealed battery
- New Fuel selector valve
- New Cleveland wheels and brakes
- New parking brake upgrade
- New tires
- New intercom
- New cabin air vents
- New carb heat box
- New carb overhaul with yellow tag
- King KT 76A, mode C, certified in July, 2018
- King KY 97A
- ELT

\$29,500



## IT'S PAINTED!!! (WELL ITS ALMOST PAINTED)

The November work party was interesting, fun, full of lots of work and cold. If you haven't been to Oshkosh in the winter it can really look and feel cold. We were blessed with some snow this time along with a nice breeze. Here's a picture outside the Air Academy annex, the annex is next to the main lodge and a nice place to stay.



The place inside is nice and cozy and they brought over the meals. Good place to hangout after a work day. We typically had some kind of movie or airplane show on the tube plus lots of talk.



For me the first three days of the work week were filled with some interesting work. We walked in the hangar Wednesday morning and as the lights warmed up guess what I saw. I saw what looked like a fully painted B25. Pretty exciting to most of us. In reality it looked all painted but the ailerons and a rudder still need some paint. But man is it close and it looked sweet!!



Someone asked me how extensive of a restoration was the effort to return the Berlin express to flying status, which by the way is our goal. It has been very extensive and thorough. Maybe the best way to tell it is with a few pictures. The first

ones below happened before I even got involved. The lead chapter, Chapter 237 in Minnesota, took the nose off and rebuilt it in their chapter building over the winter.



The instrument panel and was removed and rebuilt with updated instruments for flying and working instruments from the 1940's, lots of new wires I might add.



We removed both wings and went through them completely.



Removed the engines, props and sent them out for over haul and removed all the gear for inspection and repair as necessary.



The area behind the cockpit all the way to the tail on the inside was overhauled complete with new seats for passengers like the bench seat in the picture below

and operating (gas powered no ammo) 50 caliber machine guns throughout the entire airplane. In the rear passenger area there is a very realistic radio station complete with a trailing antenna mechanism.



Lots of what may be seen as small items but equally important have been done. For example removing and checking all the pulleys to make sure they are in good shape and there are a lot of pulleys. Actually there is no way for me to tell you all that has been done. Hopefully from the above comments and pictures you get a feel for what level of restoration has been done. Maybe it will help to let you know over 15,000 volunteer hours alone have been invested.

Now for the first job in November which actually lasted three days! Stencils and I mean a lot of stencils. When the B25s were built as with most military aircraft of that period they had a lot of "writing" on the outside and inside. It was interesting to find out that originally the writings were applied via a stamp.

To add some authenticity to the Berlin Express EAA decided to order a complete set of stencils for their B25, stamps would have been cost prohibitive. The price tag was \$6000 for the stencils!! The EAA library did the stencil research then ordered them from a separate supplier. Part of the neat thing about this story is EAA has made these stencils available to all B25 owners. Now that's the spirit! To apply the stencils was my job with a helper Chuck. To start we had to go through the "BOX" of stencils and look on a computer full of drawings to figure out where they went and what color. Here's Chuck at the computer doing some of that investigation. It took about eight, yes eight hours total to find this information and we have stencils yet to be applied.

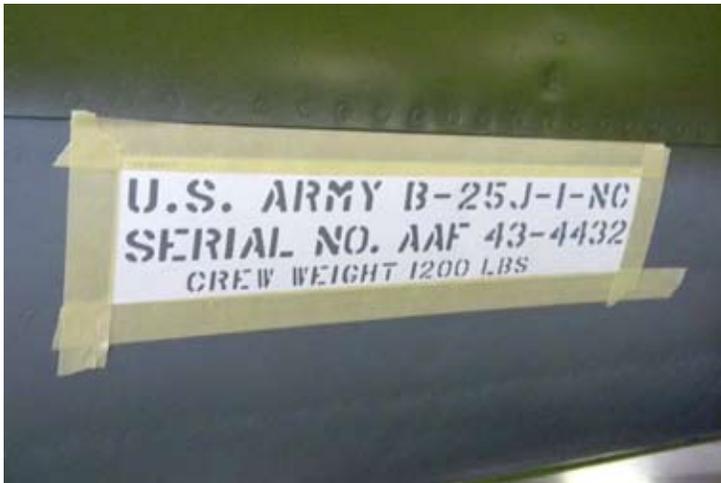


After a full morning of the first investigation period we now had a box of stencils ready to be placed on the airframe. Stencils go everywhere, believe me. For example how about all the access plates below and above the wing.

We applied 114 of these numbers, one to the access cover itself and one next to it which designates which cover goes where. Also sometimes another stencil might say what's behind the access plate. Here's the bottom of one wing. First picture is with the stencils. Tracey from the Weeks hangar crew then air brushed the paint on the stencil and we then removed the stencil revealing the new "words or letters"



Stencils came in all sizes. I really liked this one and it caused some thoughts.



Notice the crew weight limit. There was a crew of 5 or 6. By the limit they weren't big fellows. I do think the average size in the 40's was a little less than today. I tend to think that even more when in front of a mirror.

Some stenciling was laid out over an area. In the picture below you can see the dashed red outline and the words "Cut Here For Rescue" in the middle.

There were four of these, one on each side and two on top. First pic is the layout the second the end product, the third one of the ones on top.



As the stencil project went on over the three day period it got harder to locate some of the stencils. For example a B25 carried a life raft and the life raft release handle was located on the port side fuselage next to the rear of the wing. Good place to jump from I guess. Well ye old Berlin Express doesn't have that handle any more, so the question is do you go for authenticity or not.

I would hate to think of a future water landing and they are looking for a handle because of a stencil I applied. So for those we left notes and let the EAA dudes decide. The next photo is the stencil sorting area from day two. The last day was less productive as locations were hard to find on the North American drawings.

One thing I must saw however, I heard a lot of comments how the resulting labeling really added to the look of the plane, and it did.



As with any project of this type at this stage there is a lot of discussion on what to do next. A table has been set up with the book of discrepancies that need to be worked on ( left side of the picture below). The guy (Gerard) in what looks like the black shirt, which is actually dark blue, works as an A&P in the weeks hangar. As jobs are handed out the "Blue Shirts" as we call them help with oversight and instructions. Gerard is retiring after 30 years at the Weeks hangar, he will be missed.



On day four I was assigned in the morning a discrepancy from the book. I was to remove two oil lines from the port engine and repair as necessary and replace. Working on a ladder inside the engine accessory area was tiring, but fun and done.



For the last part of the forth day I was asked to make a metal template so they could cut a hole in the bottom of the fuselage to mount the "bumper". The B25 has a bumper in the back that is there in case the pilot over rotates. This was missing so for the right look they had one made from wood, the original was metal, to locate it they wanted a template made. An easy fun project for the last few hours. This was good I was tired. Here's the wood bumper, soon to be painted black I believe.



Bruce had one job that made me think of Les. Install new position light lenses. Here they are in place.

We had a good group and the Berlin Express, although not ready for the runway, has been moved closer to that day.



And I might add the picture from last months article got some laughs from that group. It was Bob on the wing. Well he was up there again, so we posed a new pic. Its kind of like a



"V" for victory in line with the props. Well you have to realize what I have to work with, right! Also remember we do this for fun, so we had a little fun.